JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: KUALA LUMPUR MYS
ICAO/IATA: WMKK / KUL
Lat/Long: N02° 44.60', E101° 41.88'
Elevation: 69 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -8:00 = UTC
Magnetic Variation: 0.0° E

Fuel Types: 100-130 Octane, Jet A-1
Repair Types: Minor Airframe, Minor Engine, Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 2302 Z
Sunset: 1117 Z

Runway Information

Runway: 14L
Length x Width: 13186 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 54 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 14R
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 54 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 15
Length x Width: 12992 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 28 ft
Lighting: Edge, ALS, Centerline

Runway: 32L
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 48 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 32R
Length x Width: 13186 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 70 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 33
Length x Width: 12992 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 27 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS: 126.450 Departure Service
ATIS: 128.050 Arrival Service
Lumpur Tower: 122.525
Lumpur Tower: 122.150
Lumpur Tower: 121.800
Lumpur Tower: 118.050
Lumpur Tower: 118.500
Lumpur Tower: 118.800
Lumpur Tower: 119.800
Lumpur Ground: 122.850
Lumpur Ground: 130.750
Lumpur Ground: 118.050
Lumpur Ground: 121.650
Lumpur Ground: 121.725
Lumpur Ground: 121.800
Lumpur Ground: 122.150
Lumpur Ground: 122.275
Lumpur Ground: 122.525
Lumpur Ground: 122.550
Lumpur Ground: 123.250
Lumpur Apron Ramp/Taxi: 121.725
Lumpur Apron Ramp/Taxi: 122.850
Lumpur Apron Ramp/Taxi: 123.250
Lumpur Apron Ramp/Taxi: 121.800
Lumpur Apron Ramp/Taxi: 122.150
Lumpur Apron Ramp/Taxi: 121.650
Lumpur Apron Ramp/Taxi: 130.750
Lumpur Apron Ramp/Taxi: 122.550
Lumpur Apron Ramp/Taxi: 122.275
Lumpur Clearance Delivery: 126.000
Lumpur Clearance Delivery: 128.150
Lumpur Departure: 125.050 Secondary
Lumpur Departure: 135.025 Secondary
Lumpur Departure: 135.250
Lumpur Radar: 119.450
Lumpur Radar: 135.750
Lumpur Radar: 118.650
Lumpur Radar: 120.350
Lumpur Radar: 135.250
Lumpur Radar: 125.850

Lumpur Radar: 125.100
Lumpur Radar: 124.650
Lumpur Radar: 124.200
Lumpur Radar: 123.725 Secondary
Lumpur Radar: 121.250

WMKK/KUL
KUALA LUMPUR INTL-SEPANG

JEPPESEN 30 DEC 16 (20-1R)

KUALA LUMPUR, MALAYSIA
RADAR MINIMUM ALTITUDES

LUMPUR Radar	Apt Elev	Alt Set: hPa	Trans level: FL 130	Trans alt: 11000′
119.45	70′			

1. All bearings and distances are referenced to VKL VOR/DME.
2. Lateral and vertical separation from terrain - 5NM/1000′.
3. Turning - Use standard rate turn for aircraft type.
4. Headings - Fly assigned heading, pilot shall not compensate for wind effect.

LOSS OF COMMUNICATION

1. Set Transponder code to 7600.
2. Follow "Radio Communication Failure Procedures." (see Jeppesen text pages / Emergency / State Rules and Procedures - Pacific / Malaysia -).

THIS CHART MAY ONLY BE USED FOR PILOTS TO CROSS-CHECK ALTITUDES ASSIGNED WHILE UNDER RADAR CONTROL.

CONTOUR INTERVALS: 8000, 6000, 4000, 2000

DAKUS, SUKAT, PULIP, PUGER, GOKAD, GOBAS, BILIK, BATU ARANG VBA VOR DME, MATSU, PIBOS, ADNUT, KUANTAN CTR, AGOSA, BENRI, INTOT, KIDOT, EKUDA, ISTAN, KIMAT, SAROX, KUALA LUMPUR 116.1 VKL, Kuala Lumpur Intl - Sepang, LENKI, KUALA LUMPUR CTR, KUALA LUMPUR VYYF FIR, MENIK, BEGIN, SUROP, TUNKU, BELER, DUMOK, MUNOV, BOBIS, MALACCA CTR, SALAX, NOBEK, BATAR, MALACCA VMK VOR DME, GUPTA, MITOS, OGAKO, DOSIK

WM(P)-220

7500, 6000, 4000, 6500, 5500, 3000, 3200, 3500, 2400, 4500, 2500, 6000

55NM, 53NM, 34NM, 31NM, 26NM, 21NM, 19NM, 12NM, 20NM, 30NM

100-30, 101-00, 101-30, 102-00, 102-30, 103-00

ARRIVAL SPEED RESTRICTIONS

1. SPEED RESTRICTIONS (ARRIVING AIRCRAFT)

1.1 FLOW management is used to regulate traffic destined for Kuala Lumpur Intl-Sepang. The flow control sequencing action may include:
a) Speed control;
b) RADAR vectoring; and
c) Holding.

1.2 The speed restriction of 250 KT below 10,000' is now applicable unless ATC issues the instruction "MAINTAIN high speed".

1.3 Pilot shall MAINTAIN speed 160 KT at 10 NM until 5 NM to touchdown.

2. SPEED LIMITATION POINTS WHEN STAR IS CANCELLED

2.1 Pilots shall adopt the following speeds when notified that the STAR is cancelled:
a) Under RADAR vectors:
- 250 KT on passing 10,000';
- 220 KT on turning base;
- 185 KT on turning to intercept the localizer;
- 160 KT from 10 NM until 5 NM to touchdown.

b) Own navigation to intercept the final approach track:
- 250 KT on passing 10,000';
- 220 KT 20 track miles from touchdown;
- 185 KT 15 track miles from touchdown;
- 160 KT from 10 NM until 5 NM to touchdown.

2.2 ATC may issue other speeds to achieve a more accurate spacing, e.g. 220 KT prior to base turn.

3. CANCELLATION OF SPEED RESTRICTIONS

3.1 Pilots need not adopt the speed restrictions at the speed limitation points when they are issued a "No ATC Speed Restriction" clearance by ATC.

WMKK/KUL
KUALA LUMPUR INTL-SEPANG

JEPPESEN
23 JUL 21 (20-2B)

KUALA LUMPUR, MALAYSIA
RNAV STAR

ATIS Arrival	Alt Set: hPa Trans level: FL130
128.050	1. RNP 1.
Apt Elev	2. PMS: Point Merge System.
69	3. Refer to page 20-2, ARRIVAL SPEED RESTRICTIONS, for additional information.

GUPTA 1G (GUPTA 1G) [GUPT1G]
KAKAK 1G (KAKAK 1G) [KAKA1G]
NIREN 1G (NIREN 1G) [NIRE1G]
PUGER 1G (PUGER 1G) [PUGE1G]
PULIP 1G (PULIP 1G) [PULI1G]
SALAX 1G (SALAX 1G) [SALA1G]
SAROX 1G (SAROX 1G) [SARO1G]
RNAV (GNSS) ARRIVALS
(PMS EAST)
(ALL RWYS)

NIREN FL270
KAKAK FL270
PULIP FL250
PUGER FL310
BORDU
LIBKI
RITLO AT 250 KT FL180
(KAKAK 1G, NIREN 1G, PUGER 1G, PULIP 1G only)
KK8Ø9 AT 250 KT
KK8Ø8
KK8Ø7
KK8Ø6
KK8Ø5
KK8Ø4
KK811
KK812
KK813
KK814
KK815
KK816 AT 250 KT
(IAF) EGURI AT 230 KT FL130
NUKPA AT 250 KT FL170
SAROX FL230
VEKTO FL170
SALAX FL220
KK8Ø3
KK8Ø2
KK8Ø1
GUPTA FL230
NOT TO SCALE
ARP
4679
5300
CONTOUR INTERVALS 6000 4000 2000

CHANGES: Altitude restrictions at NIREN, KAKAK, PULIP.

ATIS Arrival	Alt Set: hPa Trans level: FL130
128.050	1. RNP 1.
Apt Elev	2. PMS: Point Merge System.
69	3. Refer to page 20-2, ARRIVAL SPEED RESTRICTIONS, for additional information.

GUPTA 1H (GUPTA 1H) [GUPT1H]
KAKAK 1H (KAKAK 1H) [KAKA1H]
NIREN 1H (NIREN 1H) [NIRE1H]
PUGER 1H (PUGER 1H) [PUGE1H]
PULIP 1H (PULIP 1H) [PULI1H]
SALAX 1H (SALAX 1H) [SALA1H]
SAROX 1H (SAROX 1H) [SARO1H]
RNAV (GNSS) ARRIVALS
(PMS WEST)
(ALL RWYS)

NIREN FL270
PUGER FL310
AKESO
KAKAK FL270
PULIP FL250
KK871
KADKU AT 230 KT
NOT TO SCALE
(KAKAK 1H, NIREN 1H, PUGER 1H, PULIP 1H only)
PAPGO AT 230 KT FL130
(GUPTA 1H, SALAX 1H, SAROX 1H only)
KK886 AT 230 KT
KK885
KK872
KK873
KK884
KK874
KK883
KK875
KK882
KK876
KK881
KK877 AT 230 KT
LULKI AT 230 KT 11000
(IAF)
MESUP AT 230 KT 8000
ARP
5300
43
02-30
101-30
NOT TO SCALE
SAROX FL230
HI XORAS
PANKA AT 230 KT 11000
GUPTA FL230
GUPTA 1H
SALAX FL230
HI SALAX

CHANGES: Altitude restrictions at NIREN, KAKAK, PULIP.

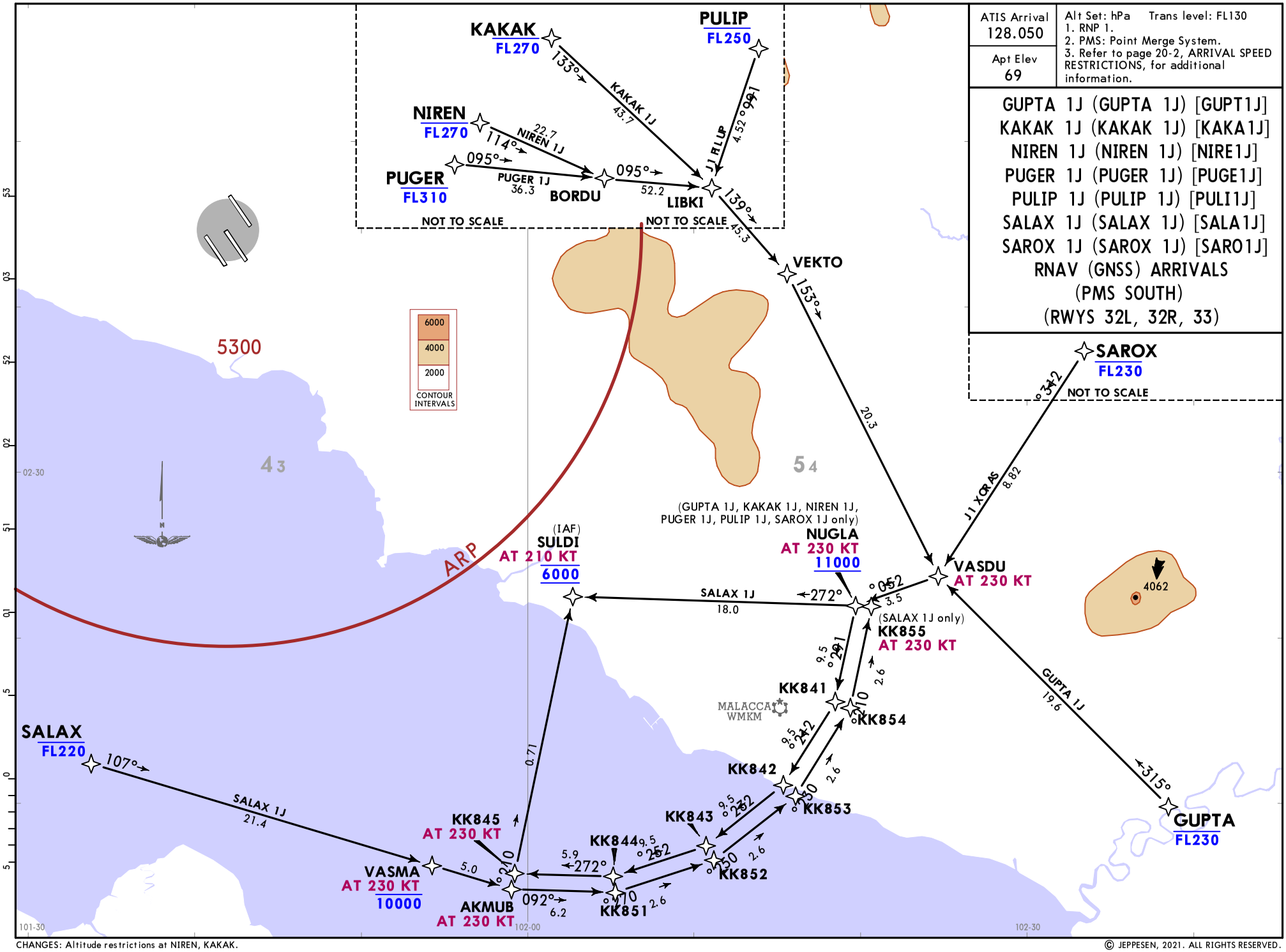
JEPPESEN
23 JUL 21 (20-2D)

KUALA LUMPUR, MALAYSIA

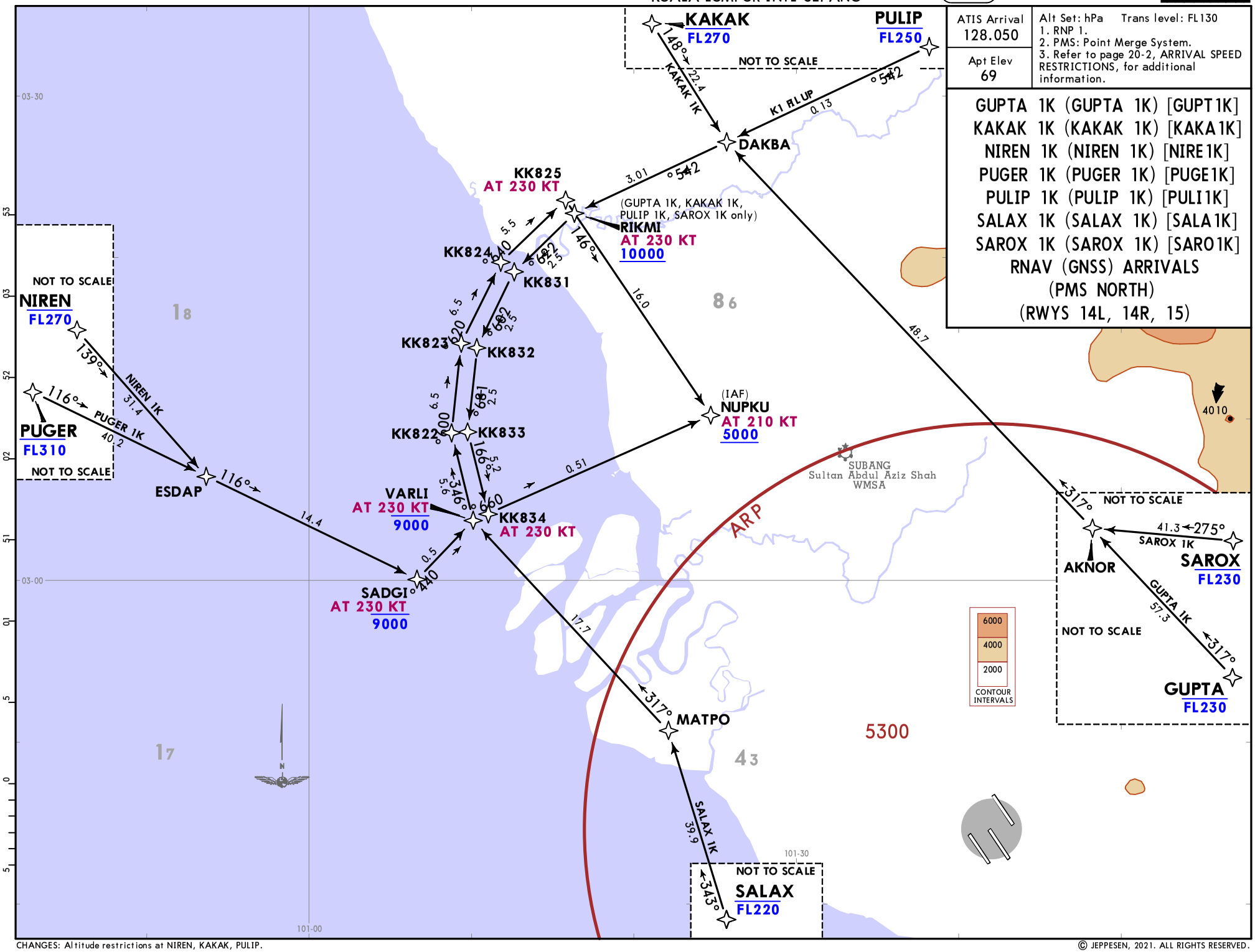
RNAV STAR

ATIS Arrival	Alt Set: hPa Trans level: FL130
128.050	1. RNP 1.
Apt Elev	2. PMS: Point Merge System.
69	3. Refer to page 20-2, ARRIVAL SPEED RESTRICTIONS, for additional information.

GUPTA 1J (GUPTA 1J) [GUPT1J]
KAKAK 1J (KAKAK 1J) [KAKA1J]
NIREN 1J (NIREN 1J) [NIRE1J]
PUGER 1J (PUGER 1J) [PUGE1J]
PULIP 1J (PULIP 1J) [PULI1J]
SALAX 1J (SALAX 1J) [SALA1J]
SAROX 1J (SAROX 1J) [SARO1J]
RNAV (GNSS) ARRIVALS
(PMS SOUTH)
(RWYS 32L, 32R, 33)



CHANGES: Altitude restrictions at NIREN, KAKAK.



ATIS Arrival 128.050

Apt Elev 69

Alt Set: hPa Trans level: FL130
1. RNP 1.
2. PMS: Point Merge System.
3. Refer to page 20-2, ARRIVAL SPEED RESTRICTIONS, for additional information.

GUPTA 1K (GUPTA 1K) [GUPT1K]
KAKAK 1K (KAKAK 1K) [KAKA1K]
NIREN 1K (NIREN 1K) [NIRE1K]
PUGER 1K (PUGER 1K) [PUGE1K]
PULIP 1K (PULIP 1K) [PULI1K]
SALAX 1K (SALAX 1K) [SALA1K]
SAROX 1K (SAROX 1K) [SARO1K]
RNAV (GNSS) ARRIVALS
(PMS NORTH)
(RWYS 14L, 14R, 15)

CHANGES: Altitude restrictions at NIREN, KAKAK, PULIP.

ATIS Arrival	Alt Set: hPa Trans level: FL130
128.050	RNP 1
Apt Elev 69	Refer to page 20-2, ARRIVAL SPEED RESTRICTIONS, for additional information.

GUPTA 2J (GUPTA 2J) [GUPT2J]
KAKAK 2J (KAKAK 2J) [KAKA2J]
NIREN 2J (NIREN 2J) [NIRE2J]
PUGER 2J (PUGER 2J) [PUGE2J]
PULIP 2J (PULIP 2J) [PULI2J]
SALAX 2J (SALAX 2J) [SALA2J]
SAROX 2J (SAROX 2J) [SARO2J]
RNAV (GNSS) ARRIVALS
(RWYS 32L, 32R, 33)

NOT TO SCALE
NIREN FL270
114°
22.7
NIREN 2J
096°
PUGER FL310
PUGER 2J
36.1
NOT TO SCALE
095°
BORDU
52.2
KAKAK FL270
133°
NOT TO SCALE
KAKAK 2J
43.7
PULIP FL250
6113
091°
4.52
J2 PULIP
LIBKI
139°
45.3
SUBANG
Sultan Abdul Aziz Shah
WMSA
ARP
5300
8000
6000
4000
2000
CONTOUR INTERVALS
VEKTO
153°
20.3
SAROX FL230
342°
8.82
J2 XORAS
VASDU
At 230 KT
17.0
272°
052°
3.5
(IAF)
SULDI
At 210 KT
6000
NUGLA
At 230 KT
11000
MALACCA
WMKM
GUPTA 2J
19.6
315°
GUPTA FL230
SALAX FL220
107°
SALAX 2J
21.4
5.0
VASMA
At 230 KT
10000
AKMUB
At 230 KT
10
81

CHANGES: New procedures at this airport.

ATIS Arrival	Alt Set: hPa Trans level: FL130
128.050	RNP 1
Apt Elev 69	Refer to page 20-2, ARRIVAL SPEED RESTRICTIONS, for additional information.

GUPTA 2K (GUPTA 2K) [GUPT2K]
KAKAK 2K (KAKAK 2K) [KAKA2K]
NIREN 2K (NIREN 2K) [NIRE2K]
PUGER 2K (PUGER 2K) [PUGE2K]
PULIP 2K (PULIP 2K) [PULI2K]
SALAX 2K (SALAX 2K) [SALA2K]
SAROX 2K (SAROX 2K) [SARO2K]
RNAV (GNSS) ARRIVALS
(RWYS 14L, 14R, 15)

KAKAK
FL270
148°
KAKAK 2K
22.4
6251
PULIP
FL250
°542
NOT TO SCALE
K2 FLUP
0.13
NIREN
FL270
139°
NIREN 2K
31.4
PUGER
FL310
116°
PUGER 2K
40.0
RIKMI
At 230 KT
10000
°542
3.01
DAKBA
146°
15.0
SUBANG
Sultan Abdul Aziz Shah
WMSA
(IAF)
NUPKU
At 210 KT
5000
48.7
ARP
ESDAP
099°
16.6
°660
6.61
VARLI
At 230 KT
9000
17.7
317°
MATPO
317°
AKNOR
SAROX 2K
41.3
275°
SAROX
FL230
NOT TO SCALE
GUPTA 2K
57.3
317°
GUPTA
FL230
NOT TO SCALE
5300
SALAX 2K
39.9
343°
SALAX
FL220
8000
6000
4000
2000
CONTOUR INTERVALS
03-30
03-00
02-30
100-30
101-00
101-30
102-00

CHANGES: New procedures at this airport.

WMKK/KUL
KUALA LUMPUR INTL-SEPANG

JEPPESEN
9 JUN 23 (20-2H)

KUALA LUMPUR, MALAYSIA
RNAV STAR

ATIS Arrival	Apt Elev
128.050	69

Alt Set: hPa Trans level: FL130

RNP 1

1. After waypoint KARBO, refer instrument approach chart for RNP X RWY 32L, 32R & 33.
2. These STARs will only be available from 1600 until 2100 UTC. The utilization of these STARs shall be determined by ATC subject to operational requirement.

GUPTA 3J (GUPTA 3J) [GUPT3J]
KAKAK 3J (KAKAK 3J) [KAKA3J]
NIREN 3J (NIREN 3J) [NIRE3J]
PUGER 3J (PUGER 3J) [PUGE3J]
PULIP 3J (PULIP 3J) [PULI3J]
SALAX 3J (SALAX 3J) [SALA3J]
SAROX 3J (SAROX 3J) [SARO3J]
RNP (GNSS) ARRIVALS
(RWYS 32L, 32R, 33)

KAKAK
FL270
FL220

PULIP
FL250
FL220

NIREN
FL270
FL220

PUGER
FL310
FL220

SAROX
FL230
FL160

EGURI
10000

KADKU

MESUP
10000

KARBO
4500

KK892

KK889

KK846

SALAX
FL220
FL160

VASMA

GUPTA
FL230
FL160

ARP

5300

SUBANG
Sultan Abdul Aziz Shah
WMSA

MALACCA
WMKM

CONTOUR INTERVALS: 8000, 6000, 4000, 2000

CHANGES: None.

WMKK/KUL
KUALA LUMPUR INTL-SEPANG

JEPPESEN KUALA LUMPUR, MALAYSIA
9 JUN 23 (20-2J)
RNAV STAR

ATIS Arrival	Apt Elev
128.050	69

Alt Set: hPa Trans level: FL130

RNP 1

1. After waypoint AREBU, refer instrument approach chart for RNP X RWY 14L, 14R or 15.
2. These STARs will only be available from 1600 until 2100 UTC. The utilization of these STARs shall be determined by ATC subject to operational requirement.

GUPTA 3K (GUPTA 3K) [GUPT3K]
KAKAK 3K (KAKAK 3K) [KAKA3K]
NIREN 3K (NIREN 3K) [NIRE3K]
PUGER 3K (PUGER 3K) [PUGE3K]
PULIP 3K (PULIP 3K) [PULI3K]
SALAX 3K (SALAX 3K) [SALA3K]
SAROX 3K (SAROX 3K) [SARO3K]
RNP (GNSS) ARRIVALS
(RWYS 14L, 14R, 15)

KAKAK
FL270
FL160

PULIP
FL250
FL160

NIREN
FL270
FL220

PUGER
FL310
FL220

DAKBA

KK847
8000

KK896
6000

KK895

KK894

KK893
FL140

AREBU
4500

KK730
7000

SADGI

SAROX
FL230
FL220

VEKTO

GUPTA
FL230
FL220

SALAX
FL220
FL160

148°
KAKAK 3K
22.4
170°
25.4
132°
NIREN 3K
45.0
116°
PUGER 3K
54.4
108°
14.7
K3 PULIP
0.81 ° 082
2.12
4.6
8.2
12.7
5.11
650
326°
K3 XOR AS
5.52
652
8.12
052
343°
SALAX 3K
44.9
GUPTA 3K
52.2
302°

SUBANG
Sultan Abdul Aziz Shah
WMSA

MALACCA
WMKM

ARP

5300

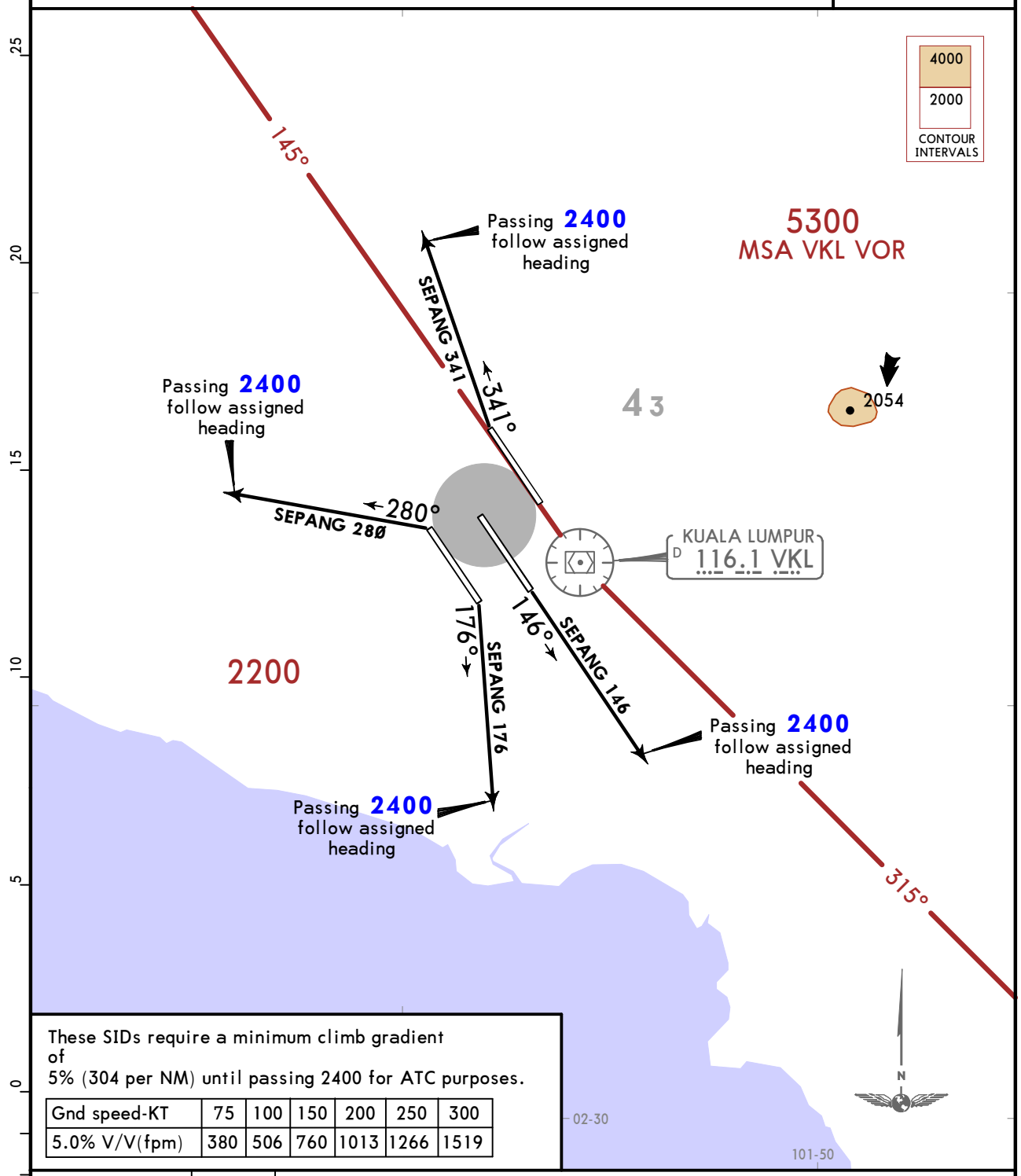
8000
6000
4000
2000
CONTOUR INTERVALS

CHANGES: Altitude restriction at DAKBA withdrawn.

LUMPUR Departure	Apt Elev	Trans alt: 11000 Turn before DER is not allowed.
135.250	69	

SEPANG RADAR DEPARTURES
SEPANG 146 [SEP146], SEPANG 176 [SEP176]
SEPANG 28Ø [SEP28Ø], SEPANG 341 [SEP341]

5300
MSA ARP



These SIDs require a minimum climb gradient of 5% (304 per NM) until passing 2400 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V(fpm)	380	506	760	1013	1266	1519

SID	RWY	INITIAL CLIMB
SEPANG 146	14R	After take-off proceed on track 146° until passing 2400, then follow the assigned heading.
SEPANG 176	15	After take-off turn RIGHT on track 176° until passing 2400, then follow the assigned heading.
SEPANG 28Ø	33	After take-off turn LEFT on track 280° until passing 2400, then follow the assigned heading.
SEPANG 341	32R	After take-off proceed on track 341° until passing 2400, then follow the assigned heading.

CHANGES: Printing sequence.

WMKK/KUL
KUALA LUMPUR INTL-SEPANG

JEPPESEN
12 MAY 23 (20-3B) Eff 18 May

KUALA LUMPUR, MALAYSIA

RNAV SID

LUMPUR Departure 135.250	Apt Elev 69

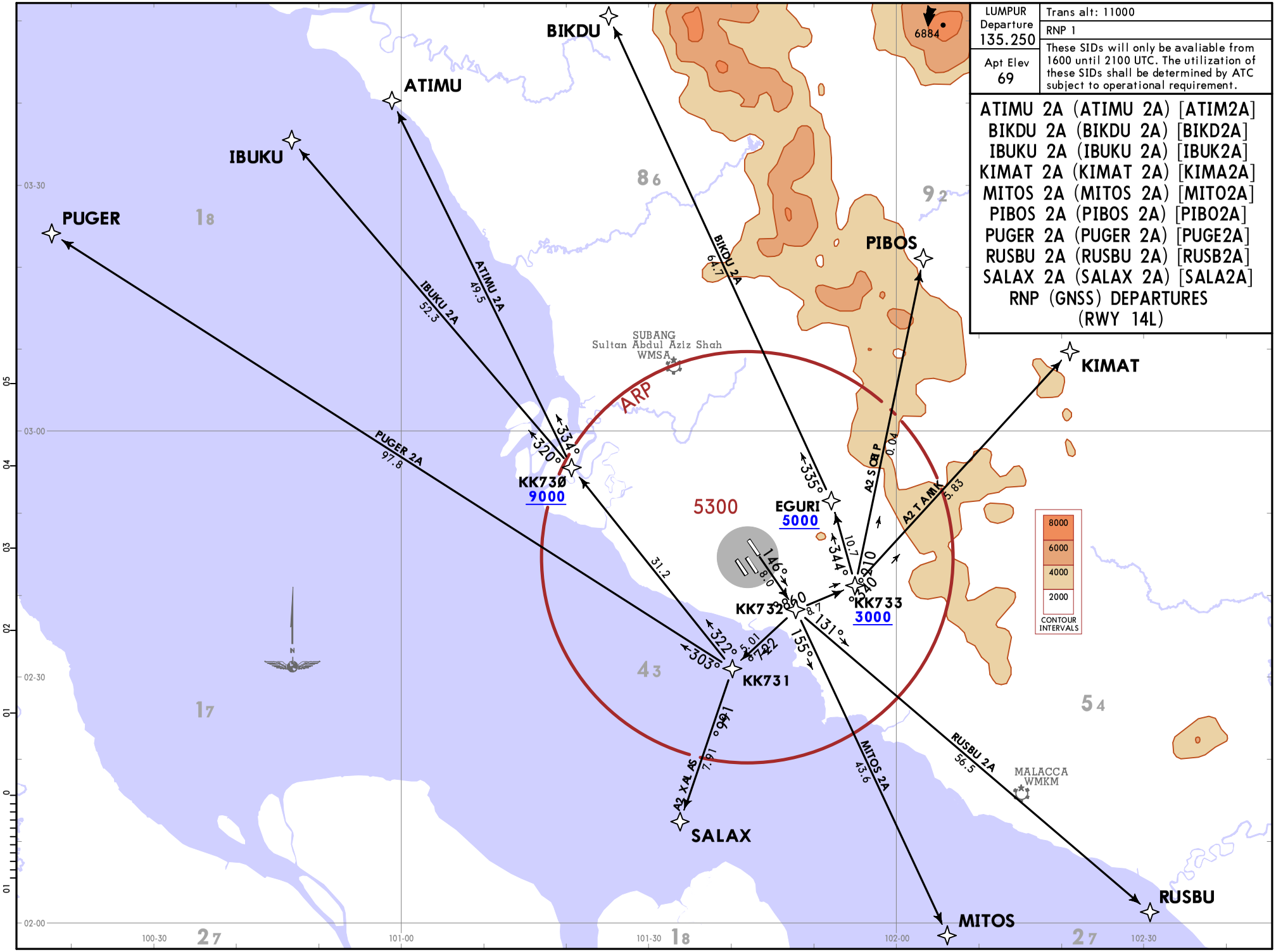
Trans alt: 11000

RNP 1

ATIMU 1A (ATIMU 1A) [ATIM1A]
BIKDU 1A (BIKDU 1A) [BIKD1A]
IBUKU 1A (IBUKU 1A) [IBUK1A]
KIMAT 1A (KIMAT 1A) [KIMA1A]
MITOS 1A (MITOS 1A) [MITO1A]
PIBOS 1A (PIBOS 1A) [PIBO1A]
PUGER 1A (PUGER 1A) [PUGE1A]
RUSBU 1A (RUSBU 1A) [RUSB1A]
SALAX 1A (SALAX 1A) [SALA1A]
RNAV (GNSS) DEPARTURES
(RWY 14L)

CONTOUR INTERVALS: 8000, 6000, 4000, 2000

IBUKU
ATIMU
NOT TO SCALE
PUGER
RUPDO
IBUKU 1A
ATIMU 1A
PUGER 1A
BIKDU
NOT TO SCALE
6113
PIBOS
BIKDU 1A
PIBOS 1A
KIMAT
ALTAMK
LALUT
SUBANG
Sultan Abdul Aziz Shah
WMSA
KAPLU
5300
ARP
KK723
KK725
KK724
KK726
KK719
PATPI
DUMOK
SALAX
MITOS
RUSBU
MALACCA
WMKM
A1 XAL AS
MITOS 1A
RUSBU 1A
CHANGES: None.



LUMPUR Departure 135.250	Trans alt: 11000
	RNP 1
Apt Elev 69	These SIDs will only be avaliable from 1600 until 2100 UTC. The utilization of these SIDs shall be determined by ATC subject to operational requirement.

ATIMU 2A (ATIMU 2A) [ATIM2A]
BIKDU 2A (BIKDU 2A) [BIKD2A]
IBUKU 2A (IBUKU 2A) [IBUK2A]
KIMAT 2A (KIMAT 2A) [KIMA2A]
MITOS 2A (MITOS 2A) [MITO2A]
PIBOS 2A (PIBOS 2A) [PIBO2A]
PUGER 2A (PUGER 2A) [PUGE2A]
RUSBU 2A (RUSBU 2A) [RUSB2A]
SALAX 2A (SALAX 2A) [SALA2A]
RNP (GNSS) DEPARTURES
(RWY 14L)

CHANGES: New procedures at this airport.

WMKK/KUL
KUALA LUMPUR INTL-SEPANG

JEPPESEN
12 MAY 23 (20-3D) Eff 18 May

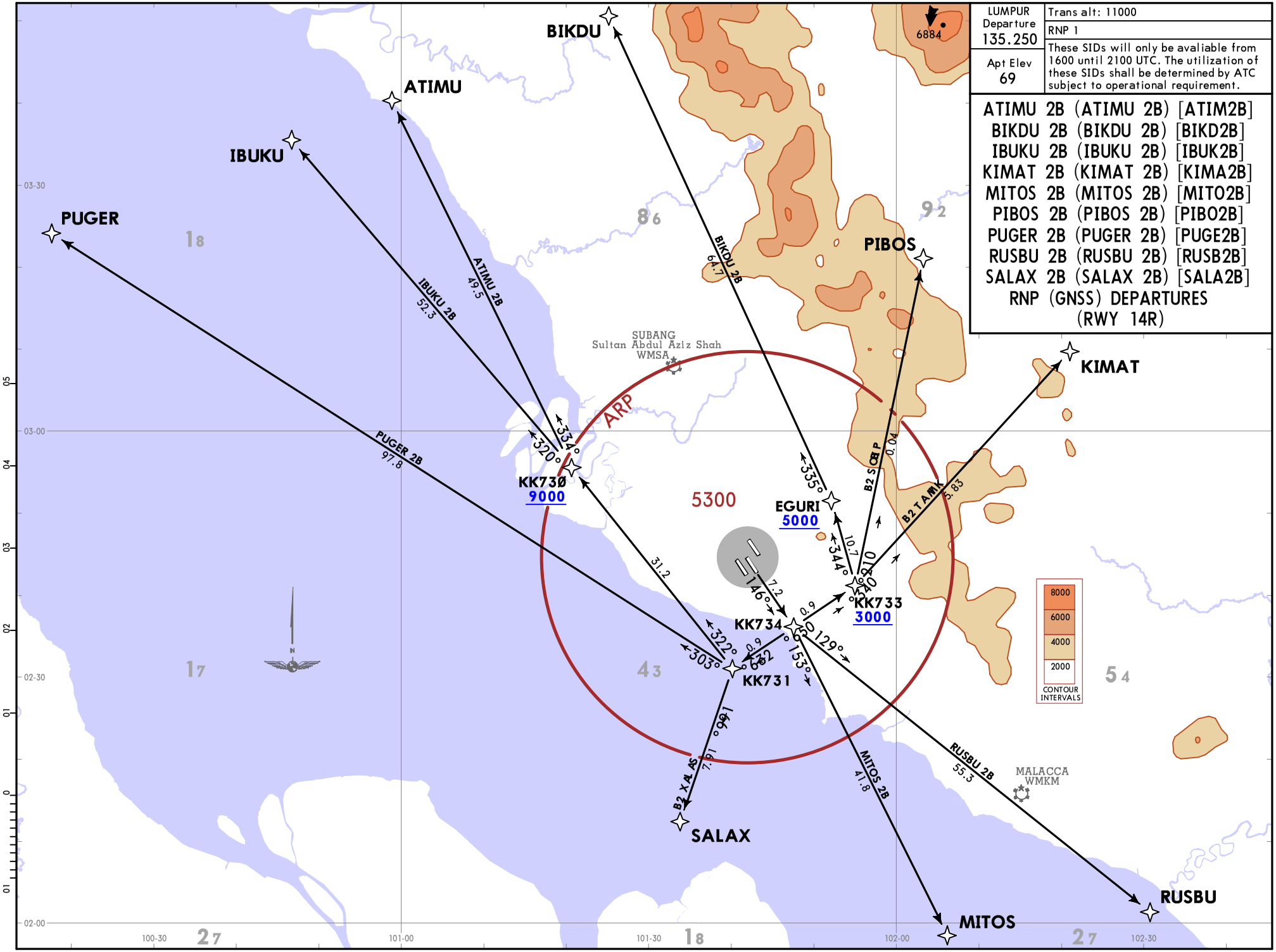
KUALA LUMPUR, MALAYSIA
RNAV SID

LUMPUR Departure 135.250	Apt Elev 69
Trans alt: 11000	
RNP 1	

ATIMU 1B (ATIMU 1B) [ATIM1B]
BIKDU 1B (BIKDU 1B) [BIKD1B]
IBUKU 1B (IBUKU 1B) [IBUK1B]
KIMAT 1B (KIMAT 1B) [KIMA1B]
MITOS 1B (MITOS 1B) [MITO1B]
PIBOS 1B (PIBOS 1B) [PIBO1B]
PUGER 1B (PUGER 1B) [PUGE1B]
RUSBU 1B (RUSBU 1B) [RUSB1B]
SALAX 1B (SALAX 1B) [SALA1B]
RNAV (GNSS) DEPARTURES
(RWY 14R)

IBUKU
ATIMU
NOT TO SCALE
IBUKU 1B
24.5
062°
PUGER
284°
PUGER 1B
42.4
NOT TO SCALE
RUPDO
063°
15.9
331°
SADGI
18.1
301°
MATPO
18.7
311°
KK721
10000
13.2
326°
OLKAN
6000
IDUMI
SALAX
SALAX 1B
4.11
742°
BIKDU
NOT TO SCALE
BIKDU 1B
48.1
308°
PIBOS
4768
8000
6000
4000
2000
CONTOUR INTERVALS
SUBANG
Sultan Abdul Aziz Shah
WMSA
ARP
5300
146°
12.9
KK720
160°
3.91
KK719
840°
5.31
LALUT
900°
BITAMK
2.02
335°
KIMAT
PIBOS 1B
34.5
DUMOK
118°
163°
MITOS 1B
20.2
MITOS
RUSBU 1B
34.7
RUSBU
145°
17.2
MALACCA
WMKM
8 6
9 2
1 8
1 7
4 3
5 4
2 7
1 8
2 7
03-30
03-00
02-30
02-00
101-00
101-30
102-00
102-30

CHANGES: Chart reindexed.



CHANGES: New procedures at this airport.

WMKK/KUL
KUALA LUMPUR INTL-SEPANG

JEPPESEN
12 MAY 23 (20-3F) Eff 18 May

KUALA LUMPUR, MALAYSIA
RNAV SID

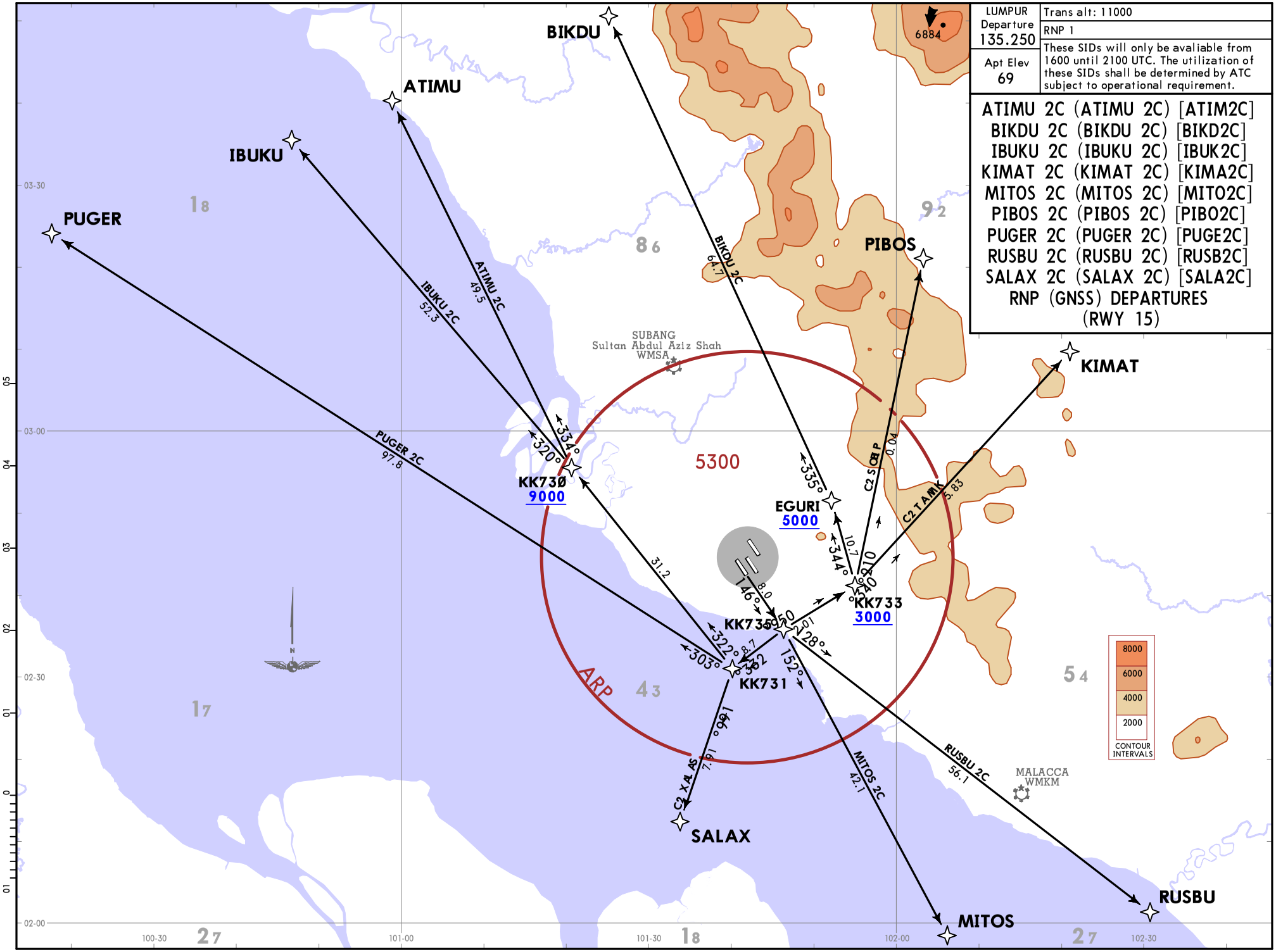
LUMPUR Departure 135.250	Apt Elev 69
Trans alt: 11000	
RNP 1	

ATIMU 1C (ATIMU 1C) [ATIM1C]
BIKDU 3C (BIKDU 3C) [BIKD3C]
IBUKU 1C (IBUKU 1C) [IBUK1C]
KIMAT 1C (KIMAT 1C) [KIMA1C]
MITOS 1C (MITOS 1C) [MITO1C]
PIBOS 3C (PIBOS 3C) [PIBO3C]
PUGER 1C (PUGER 1C) [PUGE1C]
RUSBU 1C (RUSBU 1C) [RUSB1C]
SALAX 1C (SALAX 1C) [SALA1C]
RNP (GNSS) DEPARTURES
(RWY 15)

ATIMU
IBUKU
PUGER
NOT TO SCALE
IBUKU 1C
24.5
CI UMTA
1.62
PUGER 1C
42.4
284°
RUPDO
BIKDU
NOT TO SCALE
6251
BIKDU 3C
58.5
PIBOS
PIBOS 3C
11.1
313°
KK744
KIMAT
SUBANG
Sultan Abdul Aziz Shah
WMSA
ARP
5300
15.9
331°
SADGI
18.1
301°
MATPO
FOR INITIAL CLIMB REFER TO INSET
KK729
5000
KK727
29.4
18.7
311°
KK721
BIKDU 3C,
KIMAT 1C,
PIBOS 3C:
MAX 210 KK
4.0
176°
14.1
KK728
23.0
335°
ITAMK
LALUT
5.31
KK719
8000
6000
4000
2000
CONTOUR INTERVALS
OLKAN
147°
IDUMI
6.6
102°
4.11
067°
CI
SALAX
29.4
MALACCA
WMKM
OMBIR
093°
RUSBU 1C
31.1
RUSBU
7.8
MITOS 1C
123°
MITOS

INITIAL CLIMB
KK729
5000
146°
1.2
29.4
092°
KK727
176°
14.1
18.7
311°
0.4
KK721
BIKDU 3C,
KIMAT 1C,
PIBOS 3C:
MAX 210 KT
4.0
297°
KK728

CHANGES: Chart reindexed, chart title, procedure BIKDU 1C redesignated BIKDU 3C, procedure PIBOS 1C redesignated PIBOS 3C, procedures revised.



CHANGES: New procedures at this airport.

JEPPESEN
12 MAY 23 (20-3H) Eff 18 May

KUALA LUMPUR, MALAYSIA

RNAV SID

LUMPUR Departure 135.250	Apt Elev 69

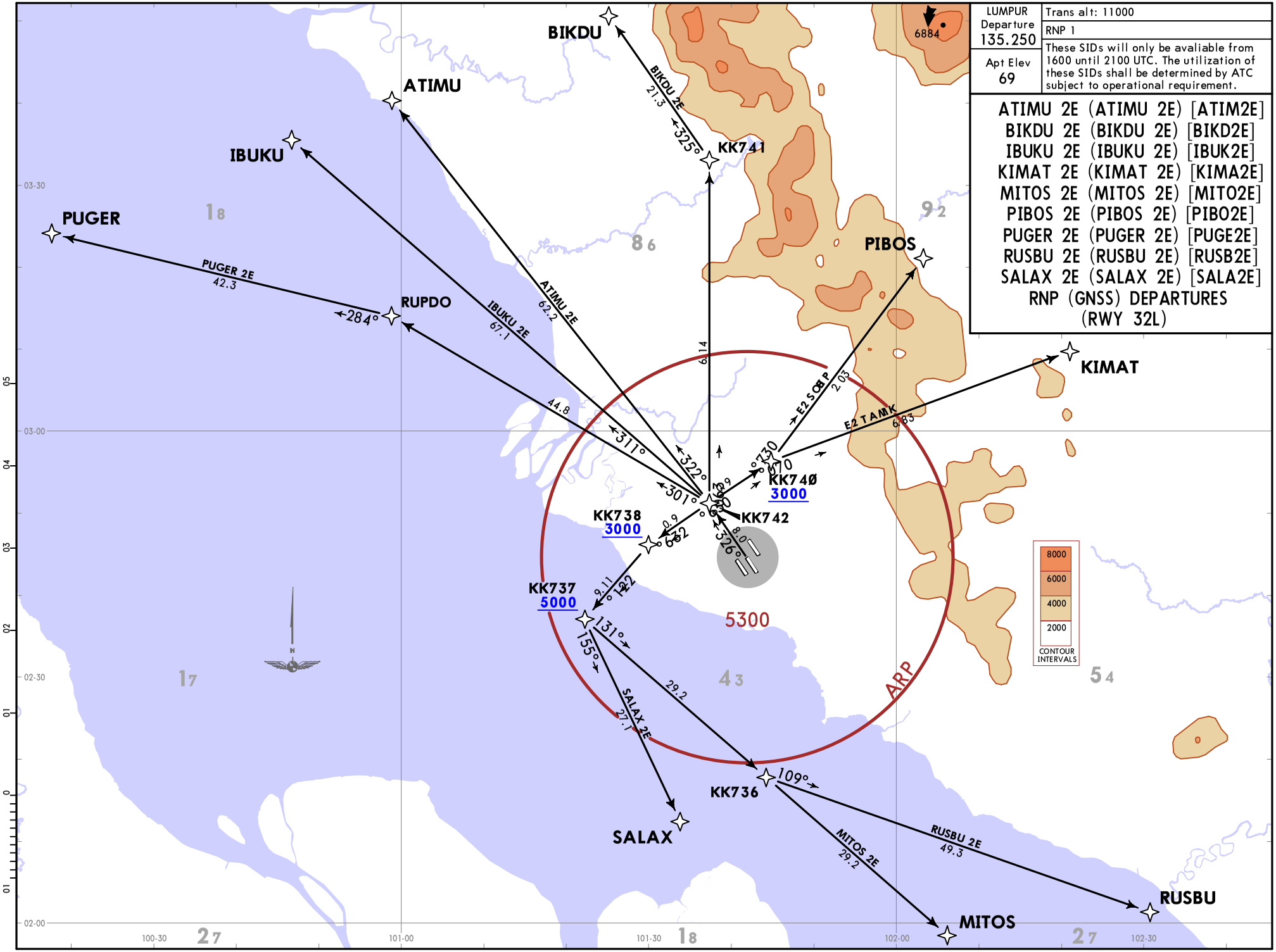
Trans alt: 11000

RNP 1

ATIMU 1E (ATIMU 1E) [ATIM1E]
BIKDU 1E (BIKDU 1E) [BIKD1E]
IBUKU 1E (IBUKU 1E) [IBUK1E]
KIMAT 1E (KIMAT 1E) [KIMA1E]
MITOS 1E (MITOS 1E) [MITO1E]
PIBOS 1E (PIBOS 1E) [PIBO1E]
PUGER 1E (PUGER 1E) [PUGE1E]
RUSBU 1E (RUSBU 1E) [RUSB1E]
SALAX 1E (SALAX 1E) [SALA1E]
RNAV (GNSS) DEPARTURES
(RWY 32L)

BIKDU
ATIMU
IBUKU
PUGER
RUPDO
NOT TO SCALE
NOT TO SCALE
NOT TO SCALE
PUGER 1E
42.4
IBUKU 1E
44.2
ATIMU 1E
39.1
E1 UDK B
1.24
23.6
308°
284°
GUTIK
SUBANG
Sultan Abdul Aziz Shah
WMSA
PIBOS
MAGIB
5.8
E1 PIB B
104°
KIMAT 1E
25.4
KIMAT
2.92
ARP
KK713
KK709
KK708
KK710
7000
KK707
KK711
10000
KK712
19.8
324°
352°
7.4
6.4
082°
4.7
130°
12.2
310°
10.4
326°
1.1
160°
5.0
17.3
IDUMI
135°
26.7
SALAX
E1 XA B
4.11
074°
2.2
OMBIR
093°
RUSBU 1E
31.1
123°
MITOS 1E
7.8
MITOS
RUSBU
MALACCA
WMKM
5300
8000
6000
4000
2000
CONTOUR INTERVALS
03-30
03-00
02-30
02-00
101-00
101-30
102-00
102-30

CHANGES: Chart reindexed.



CHANGES: New procedures at this airport.

JEPPESEN
12 MAY 23 20-3K Eff 18 May

KUALA LUMPUR, MALAYSIA

RNAV SID

LUMPUR Departure 135.250	Apt Elev 69

Trans alt: 11000

RNP 1

ATIMU 1D (ATIMU 1D) [ATIM1D]
BIKDU 1D (BIKDU 1D) [BIKD1D]
IBUKU 1D (IBUKU 1D) [IBUK1D]
KIMAT 1D (KIMAT 1D) [KIMA1D]
MITOS 1D (MITOS 1D) [MITO1D]
PIBOS 1D (PIBOS 1D) [PIBO1D]
PUGER 1D (PUGER 1D) [PUGE1D]
RUSBU 1D (RUSBU 1D) [RUSB1D]
SALAX 1D (SALAX 1D) [SALA1D]

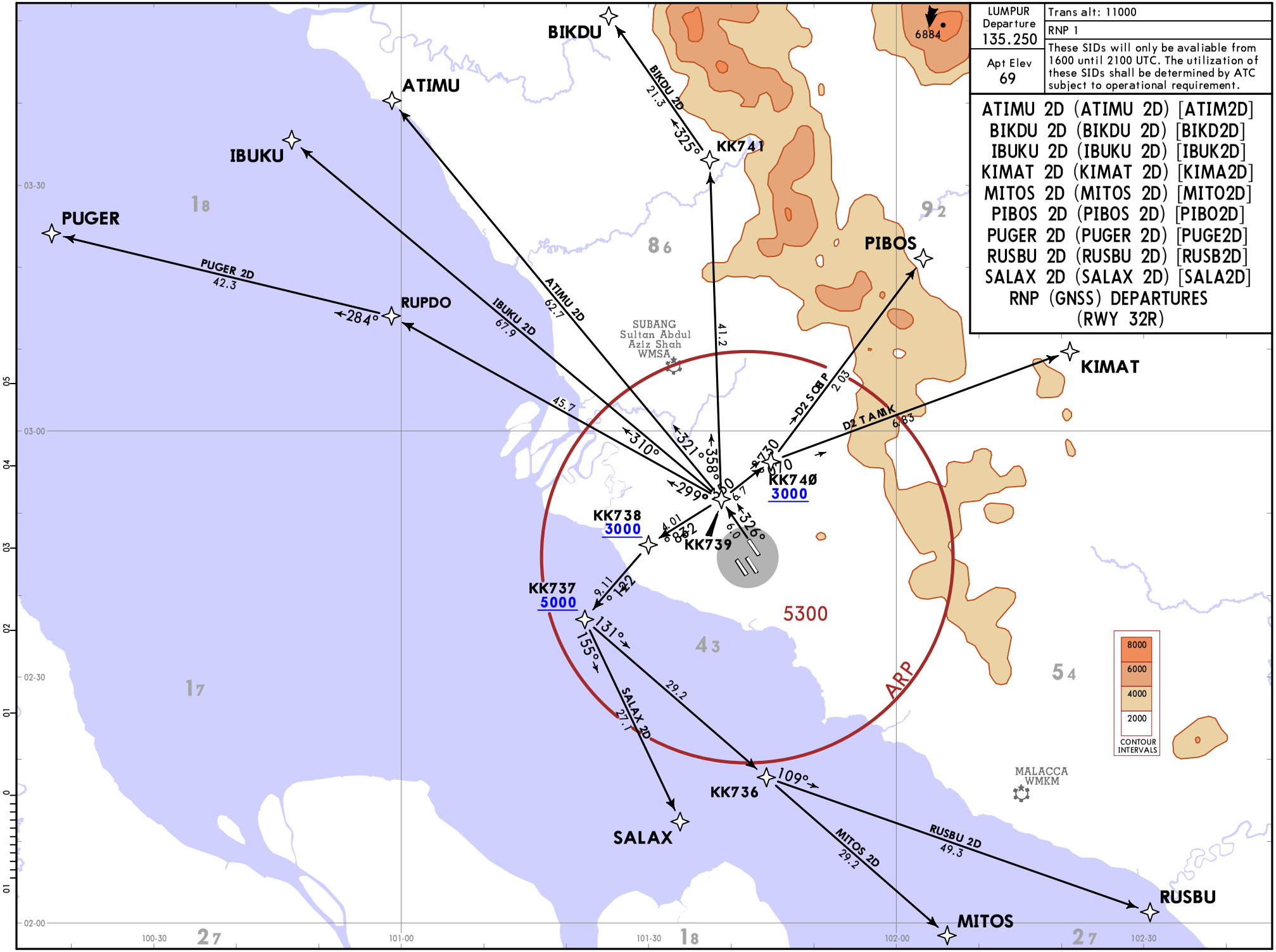
RNAV (GNSS) DEPARTURES
(RWY 32R)

These SIDs require minimum climb gradients of:
ATIMU 1D, IBUKU 1D, MITOS 1D, PUGER 1D, RUSBU 1D and SALAX 1D: 6.0% (365 FT/NM) until passing 4000 for ATC purposes.
BIKDU 1D, KIMAT 1D and PIBOS 1D: 5.5% (335 FT/NM) until passing 4000 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.0% V/V (fpm)	456	608	911	1215	1519	1823

IBUKU
ATIMU
BIKDU
NOT TO SCALE
PUGER
NOT TO SCALE
RUPDO
LIKBO
PIBOS
MAGIB
KIMAT
SUBANG
Sultan Abdul Aziz Shah
WMSA
ARP
KK7Ø5
KK7Ø3
4000
KK7Ø6
KK7Ø4
KK7Ø2
3000
KK7Ø1
470
5300
GOSMU
PATPI
IDUMI
SALAX
MITOS
RUSBU
MALACCA
WMKM
6000
4000
2000
CONTOUR INTERVALS
IBUKU 1D
ATIMU 1D
PUGER 1D
BIKDU 1D
KIMAT 1D
MITOS 1D
RUSBU 1D

CHANGES: Chart reindexed.



CHANGES: New procedures at this airport.

WMKK/KUL
KUALA LUMPUR INTL-SEPANG

JEPPESEN
12 MAY 23 20-3M Eff 18 May

KUALA LUMPUR, MALAYSIA
RNAV SID

LUMPUR Departure 135.250	Apt Elev 69
Trans alt: 11000	
RNP 1	

ATIMU 1F (ATIMU 1F) [ATIM1F]
BIKDU 1F (BIKDU 1F) [BIKD1F]
IBUKU 1F (IBUKU 1F) [IBUK1F]
KIMAT 3F (KIMAT 3F) [KIMA3F]
MITOS 1F (MITOS 1F) [MITO1F]
PIBOS 1F (PIBOS 1F) [PIBO1F]
PUGER 1F (PUGER 1F) [PUGE1F]
RUSBU 1F (RUSBU 1F) [RUSB1F]
SALAX 1F (SALAX 1F) [SALA1F]
RNP (GNSS) DEPARTURES
(RWY 33)

ATIMU
IBUKU
BIKDU
NOT TO SCALE
PUGER
NOT TO SCALE
RUPDO
PIBOS
MAGIB
KIMAT
KK705
KK706
KK715
430
KK716
KK717
KK718
6000
KK712
FOR INITIAL CLIMB REFER TO INSET
MATPO
IDUMI
SALAX
OMBIR
RUSBU
MITOS
SUBANG
Sultan Abdul Aziz Shah
WMSA
MALACCA
WMKM
ARP
5300
8000
6000
4000
2000
CONTOUR INTERVALS

INITIAL CLIMB
KK716
KK715
430
KK717
KK718
6000
KK712
NOT TO SCALE

CHANGES: Chart reindexed, chart title, procedure KIMAT 1F redesignated KIMAT 3F and revised.

WMKK/KUL
KUALA LUMPUR INTL-SEPANG

JEPPESEN KUALA LUMPUR, MALAYSIA
12 MAY 23 (20-3N) Eff 18 May
RNAV SID

LUMPUR Departure 135.250	Trans alt: 11000
	RNP 1
Apt Elev 69	These SIDs will only be avaliable from 1600 until 2100 UTC. The utilization of these SIDs shall be determined by ATC subject to operational requirement.

ATIMU 2F (ATIMU 2F) [ATIM2F]
BIKDU 2F (BIKDU 2F) [BIKD2F]
IBUKU 2F (IBUKU 2F) [IBUK2F]
KIMAT 2F (KIMAT 2F) [KIMA2F]
MITOS 2F (MITOS 2F) [MITO2F]
PIBOS 2F (PIBOS 2F) [PIBO2F]
PUGER 2F (PUGER 2F) [PUGE2F]
RUSBU 2F (RUSBU 2F) [RUSB2F]
SALAX 2F (SALAX 2F) [SALA2F]
RNP (GNSS) DEPARTURES
(RWY 33)

BIKDU
ATIMU
IBUKU
PUGER
RUPDO
PIBOS
KIMAT
SALAX
RUSBU
MITOS
KK741
KK740
3000
KK738
3000
KK743
KK737
5000
KK736
6884
BIKDU 2F 21.3 325°
ATIMU 2F 62.2
IBUKU 2F 66.9
PUGER 2F 42.3
284°
RUPDO
312°
44.3
323°
302°
326°
F2 SOKIP 2.03
F2 TAMIK 6.83
330°
270°
8.7
142°
9.11
131°
155°
29.2
SALAX 2F 27.1
109°
MITOS 2F 29.2
RUSBU 2F 49.3
3.24
SUBANG
Sultan Abdul
Aziz Shah
WMSA
MALACCA
WMKM
5300
ARP
8000
6000
4000
2000
CONTOUR INTERVALS
03-30
03-00
02-30
02-00
100-30
101-00
101-30
102-00
102-30

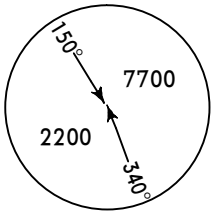
CHANGES: New procedures at this airport.

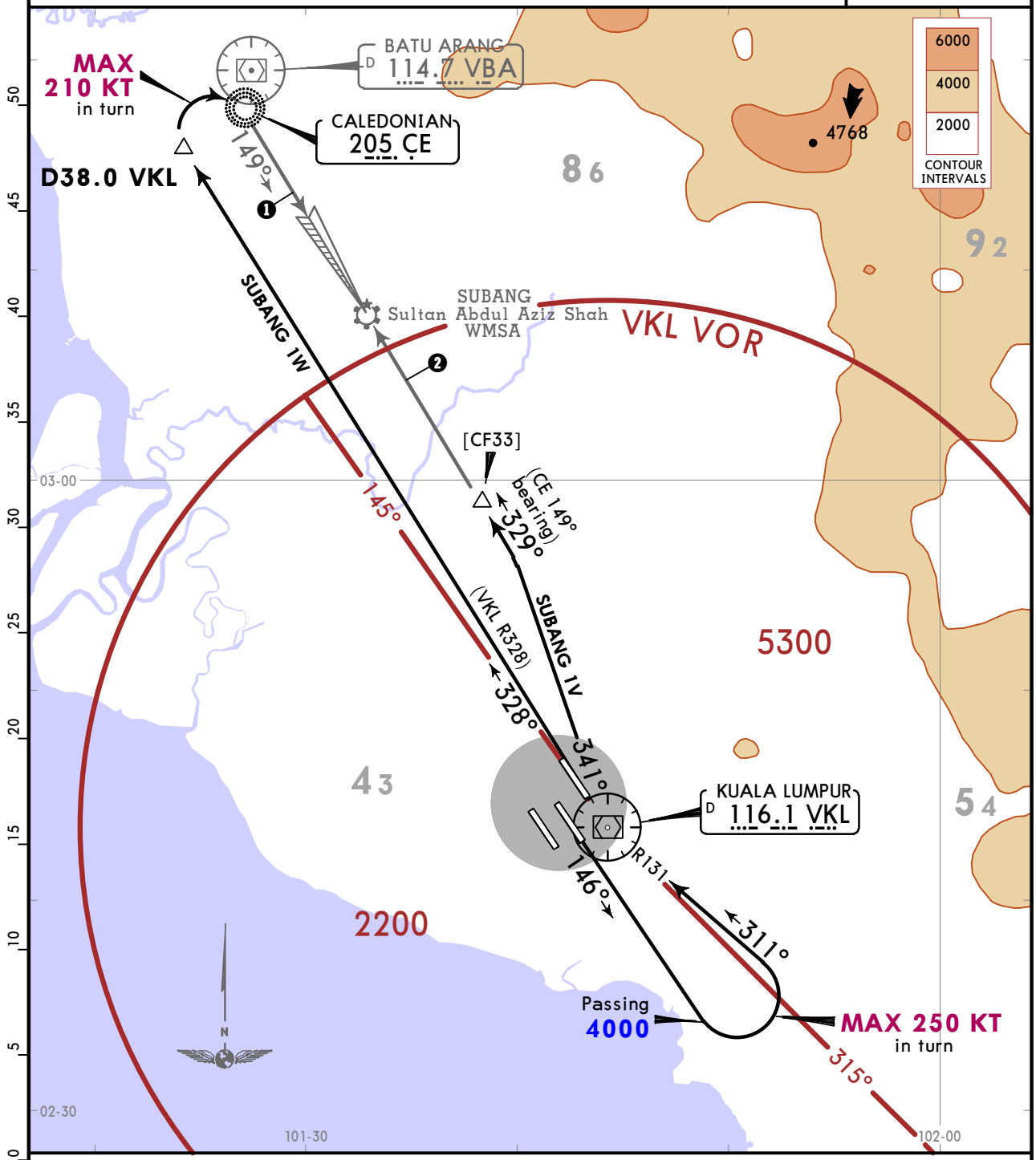
LUMPUR Departure	Apt Elev	Trans alt: 11000
135.250	69	

SUBANG 1V [SUBA1V], SUBANG 1W [SUBA1W] DEPARTURES

(FOR SULTAN ABDUL AZIZ SHAH-SUBANG)

(RWY 14R)





INITIAL CLIMB

After take-off proceed on track 146°, passing 4000 turn LEFT (MAX 250 KT) until joining VKL R131 (track 311°) inbound VKL VOR.

SID	ROUTING
SUBANG 1V	At VKL VOR proceed on VKL R341 (track 341°) until joining CE 149° bearing. ❷ EXPECT RNP Y approach Rwy 33.
SUBANG 1W	At VKL VOR proceed on VKL R328 (track 328°). At D38.0 VKL turn RIGHT (MAX 210 KT) to CE NDB. ❶ EXPECT ILS or LOC approach Rwy 15 or RNP Y approach Rwy 15.

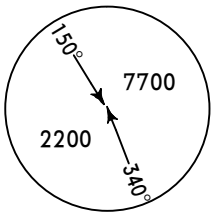
CHANGES: Chart reindexed.

LUMPUR Departure	Apt Elev	Trans alt: 11000
135.250	69	

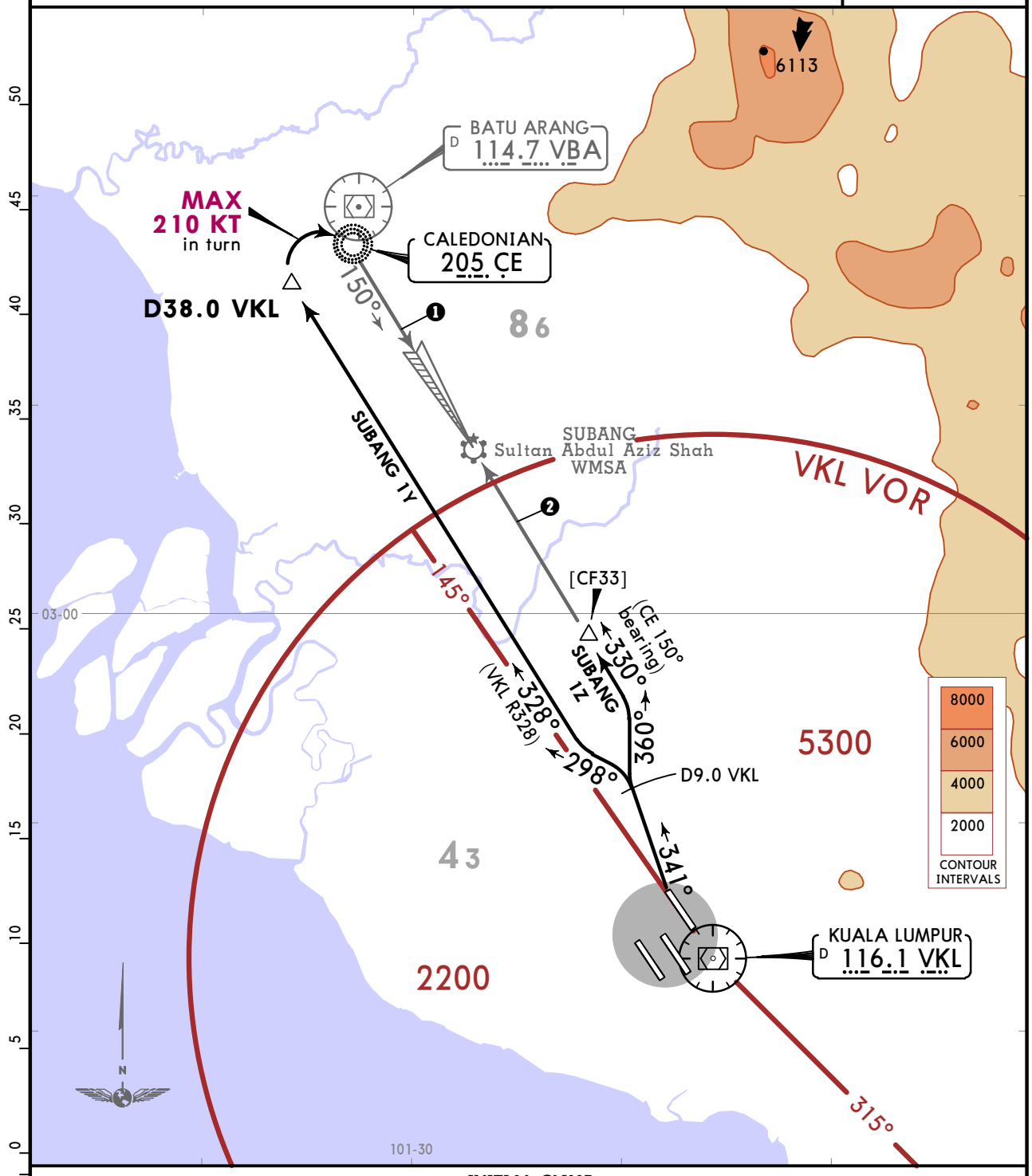
SUBANG 1Y [SUBA1Y], SUBANG 1Z [SUBA1Z] DEPARTURES

(FOR SULTAN ABDUL AZIZ SHAH-SUBANG)

(RWY 32R)



MSA VBA VOR



INITIAL CLIMB
After take-off proceed on track 341° until D9.0 VKL.

SID	ROUTING
SUBANG 1Y	At D9.0 VKL turn LEFT on track 298° to intercept and follow VKL R328. At D38.0 VKL turn RIGHT (MAX 210 KT) to CE NDB. ❶ EXPECT ILS or LOC approach Rwy 15 or RNP Y approach Rwy 15.
SUBANG 1Z	At D9.0 VKL turn RIGHT on track 360° until joining CE 150° bearing. ❷ EXPECT RNP Y approach Rwy 33.

CHANGES: Chart reindexed.

TAXI ROUTES

1. STANDARD TAXI ROUTES

1.1 The Standard Taxi Routes are described in charts 20-6A to 20-6P1.

1.2 Progressive taxi instructions may be issued:
a) if a pilot is uncertain. ATC will use progressive taxi guidance by dictating the route to the pilot;
b) when a portion of the published taxi route is not available;
c) to resolve ground traffic conflict;
d) when ATC is able to provide a shorter route for the inbound/outbound aircraft.

1.3 Arriving aircraft, after landing and clearing the Rwy, will normally be transferred to Surface Movement Control (SMC), who will specify the taxi route to be taken and the aircraft stand allocation.

2. TAXI ROUTES AND RESTRICTIONS

2.1 KLIA Terminal 1 Operations

2.1.1 Aircraft holding at all Rwy Holding Points are to ensure that the aircraft nose shall be exactly over the Rwy Holding Point to ensure adequate clearance with other aircraft taxiing behind.

2.1.2 Code E aircraft (maximum overall length 232'(71m) holding at Runway Holding Position (RHP), except RHP A4-A7 and C5-C8, is clear of Code C aircraft (maximum of wingspan 118'(36m) taxiing behind.

2.1.3 Code C aircraft (maximum overall length 147'(45m) holding at RHP, except RHP A4-A7 and C5-C8 is clear of Code F aircraft (maximum wingspan of 262' (80m) taxiing behind.

2.1.4 Code C aircraft (maximum wingspan 118'(36m) is clear to taxi behind Code E and F when aircraft holding at RHP A2 to A11 or RHP C1 to C10 EXCEPT RHP A4 to A7 and RHP C5 to C8.

2.1.5 Only aircraft code D and below is permitted to taxi on own power from Intersection D12 to SAE Hangar and vice versa.

2.1.6 Code E aircraft taxiing to SAE Hangar shall stop at Intersection D12 and to be towed to SAE Hangar.

2.1.7 Code E aircraft shall be towed from SAE Hangar to Intersection D12 before start-up for taxiing on own power.

2.2 KLIA Terminal 2 Operations

2.2.1 Separation at RHP Y1 to Y8 and RHP P1 to P3:
a) When Code C aircraft (maximum length of 149'(45.5m) holding at RHP P1 to P3 or RHP Y1 to Y8, only CODE C aircraft (maximum wingspan of 118'(36m) is clear to taxi behind.
b) Aircraft Code D, E and F shall hold at Intermediate Holding Position (IHP) until aircraft at RHP is cleared.

2.2.2 Code C aircraft is clear to taxi behind Code C aircraft holding at RHP P1 to P3 or RHP Y1 to Y8.

2.2.3 Code C aircraft DO NOT HAVE clearance to taxi behind Code D, E and F aircraft holding at RHP P1 to P3 or RHP Y1 to Y8.

2.2.4 Code D, E and F aircraft DO NOT HAVE clearance to taxi behind Code C aircraft holding at RHP P1 to P3 or RHP Y1 to Y8.

2.2.5 When there is aircraft holding at Twy Q5, Q6 and Q7, other aircraft DO NOT HAVE sufficient clearance to taxi on Twy Q or P.

2.2.6 Aircraft Code D, E and F are not allowed to operate on:
a) Twy U1, U2 and U4 including the connecting Twy from U3A, U3B, U3C, U3D, U3E, U3F, U8 and U9.
b) Twy from Q1, Q2, Q3 and Q4.
c) Portion of Twy P and Q north of P1 and Q5.

2.3 OTHERS

2.3.1 All aircraft shall obtain ATC Clearance prior to commencement of push back/start-up or towing.

2.3.2 The aircraft transponder shall be only switched on when the aircraft is commencing push back/start-up or towing.

LUMPUR Ground					LUMPUR Tower Rwy 14L/32R
121.650	122.150	122.850	121.8	123.250	118.8

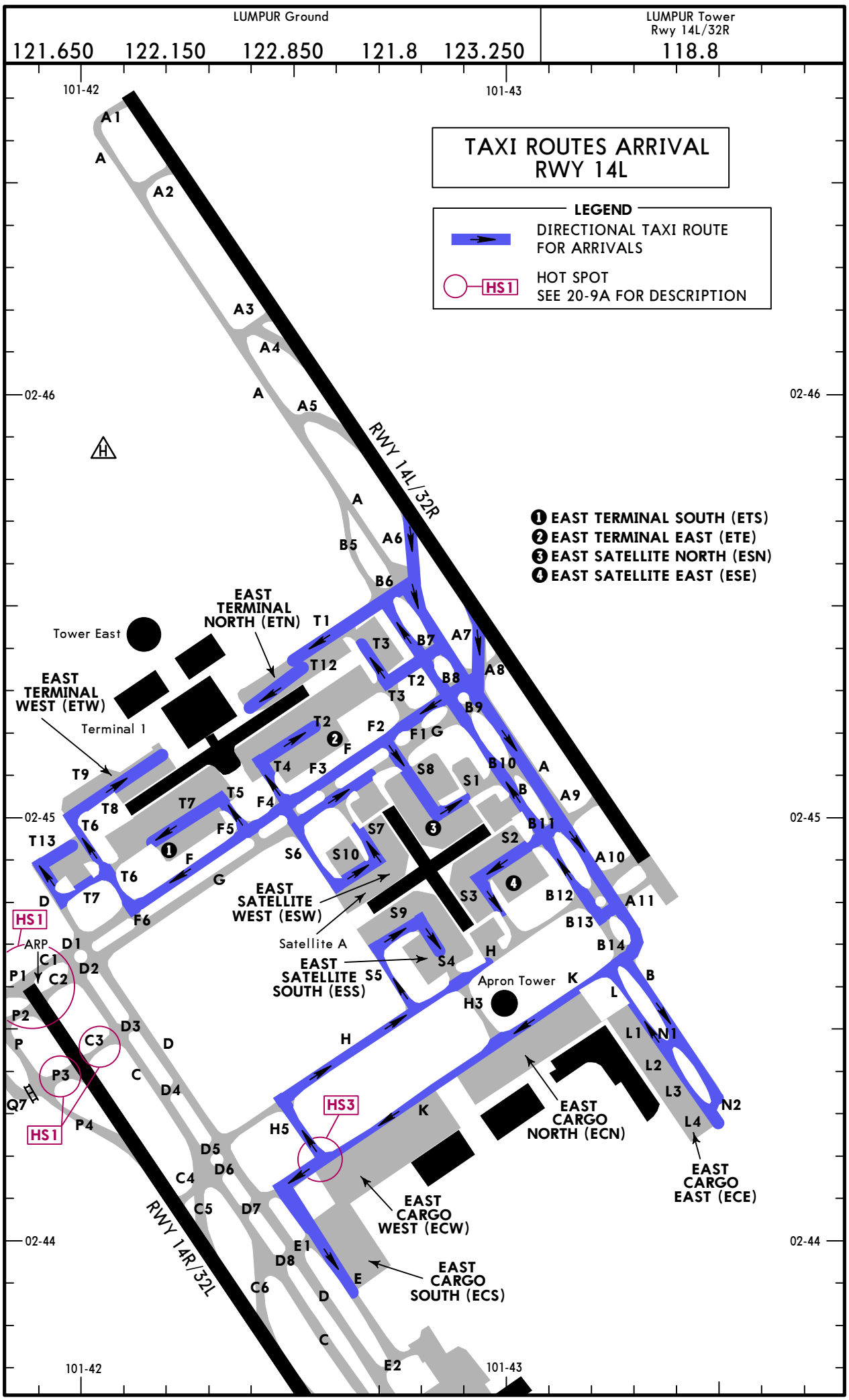
TAXI ROUTES ARRIVAL RWY 14L

LEGEND

DIRECTIONAL TAXI ROUTE FOR ARRIVALS

HS1 HOT SPOT SEE 20-9A FOR DESCRIPTION

1 EAST TERMINAL SOUTH (ETS)
2 EAST TERMINAL EAST (ETE)
3 EAST SATELLITE NORTH (ESN)
4 EAST SATELLITE EAST (ESE)



CHANGES: Holding position added, apron and building labels.

TAXI ROUTES FOR ARRIVALS RWY 14L (CONTD)

ARRIVALS RUNWAY 14L
All aircraft to vacate runway via intersections A6 or A7.
Exits via A8, A9 and A11 may be approved on request.

APRON	GATES	TAXI ROUTE DETAIL
EAST TERMINAL SOUTH (ETS) 122.150	A2 - A14 (EVEN No.) & A51, A52, A53, A54	Exit onto A then: B8/B11/B13 (Turn right onto B - if required) F, T5, T7
EAST TERMINAL WEST (ETW) 122.150	A3 - A13 (ODD No.)	Exit onto A then: B8, F, T6 T9, T8
EAST TERMINAL NORTH (ETN) 122.150	B3 - B23 (ODD No.) includes stands B61, B62 & B63	Exit onto A then: B6/B8 (Turn right onto B - if required) T1, T2 B747 for stands B61/B62/B63: B8/B11/B13 (Turn right onto B - if required) T2, T3
EAST TERMINAL EAST (ETE) 122.150	B2 - B16 (EVEN No.) & B51, B52, B53, B54	Exit onto A then: B8, F, T4, T2
VIP 122.150	A61, A62 & A63	Exit onto A then: B8/B11/B13 (Turn right onto B - if required) F, T6, T7, D, T13
EAST SATELLITE SOUTH (ESS) 122.275	C1, C3, C7, C32, C34, C36, C38, C51, C52, C53	Exit onto A then: B14, K, H5, H, S5, S9, (S4, dependant on stand No.)
EAST SATELLITE WEST (ESW) 122.850	C2, C4, C6, C11, C13, C15, C61, C62	Exit onto A then: B8/B11/B13 (Turn right onto B - if required) F, F4, S6, S10, (S7, dependant on stand No.)
EAST SATELLITE NORTH (ESN) 122.850	C12, C12R, C14, C16, C16R, C18, C21, C23, C25, C72, C73, C74	Exit onto A then: B8/B11/B13 (Turn right onto B - if required) F, F2, S8, (S1, dependant on stand No.)
EAST SATELLITE EAST (ESE) 122.275	C22, C24, C26, C28, C31, C33, C35, C81, C82, C83	Exit onto A then: B11/B13, B, S2 (S3 dependant on stand No.)
SATELLITE (C17) 122.850	C17	Exit onto A then: B8/B11/B13 (Turn right onto B if required) F, F4, G
SATELLITE (C27) 121.650	C27	Exit onto A then: B11/B13, B
SATELLITE (C37) 122.275	C37	Exit onto A then: B14, K, H5, H
EAST CARGO SOUTH (ECS) 121.8	F8, F9, F10, F11	Exit onto A then: B14, K, E
EAST CARGO WEST (ECW) 123.250	F1 - F7	Exit onto A then: B14, K
EAST CARGO NORTH (ECN) 123.250	F21 - F27	Exit onto A then: B14, K
EAST CARGO EAST (ECE) 123.250	F28 - F34	Exit onto A then: B14, B (N1/N2), L

LUMPUR Ground
121.8 122.150 122.850 121.650 123.250

LUMPUR Tower
Rwy 14R/32L
118.5

TAXI ROUTES ARRIVAL RWY 14R

EAST TERMINAL NORTH (ETN)
Tower East
EAST TERMINAL WEST (ETW)
Terminal 1
EAST SATELLITE WEST (ESW)
Satellite A
EAST SATELLITE SOUTH (ESS)
Apron Tower
EAST CARGO NORTH (ECN)
EAST CARGO EAST (ECE)
EAST CARGO WEST (ECW)
EAST CARGO SOUTH (ECS)
ARP
RWY 14L/32R
RWY 14R/32L
101-42
101-43
02-45
02-44
02-43

LEGEND

DIRECTIONAL TAXI ROUTE FOR ARRIVAL

HOT SPOT
SEE 20-9A FOR DESCRIPTION

❶ EAST TERMINAL SOUTH (ETS)
❷ EAST TERMINAL EAST (ETE)
❸ EAST SATELLITE NORTH (ESN)
❹ EAST SATELLITE EAST (ESE)

CHANGES: Holding position added, apron and building labels.

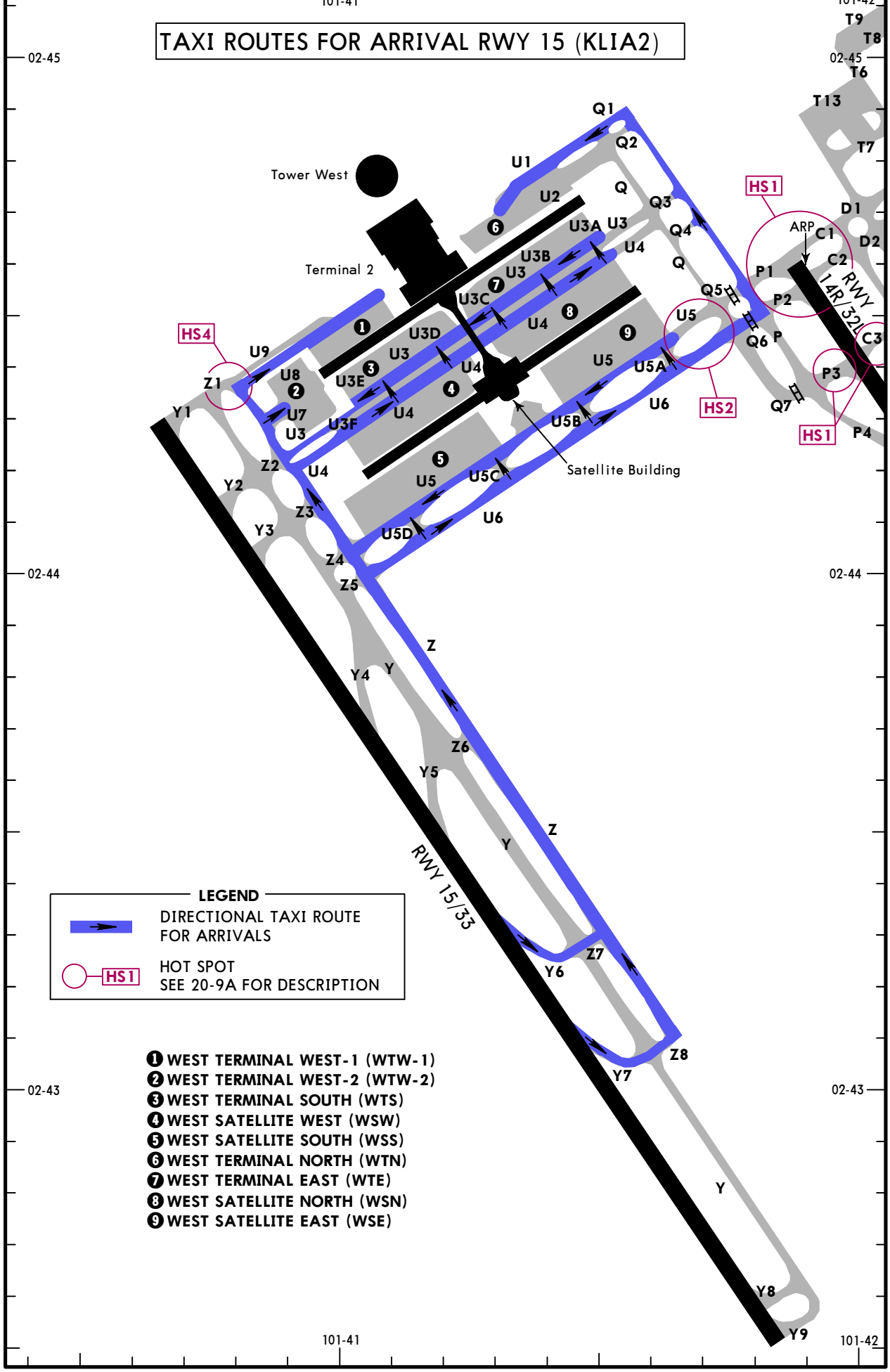
TAXI ROUTES FOR ARRIVALS RWY 14R (CONTD)

ARRIVALS RUNWAY 14R
All aircraft to vacate runway via intersections C7 or C8.
Exits via C9, C10 and C11 may be approved on request.

APRON	GATES	TAXI ROUTE DETAIL
EAST TERMINAL SOUTH (ETS) 122.150	A2 - A14 (EVEN No.) & A51, A52, A53, A54	Exit onto C then: D11/D10, D, G, F5, T5, T7
EAST TERMINAL WEST (ETW) 122.150	A3 - A13 (ODD No.)	Exit onto C then: D11/D10, D, G, F6, T6, T9, T8
EAST TERMINAL NORTH (ETN) 122.150	B3 - B23 (ODD No.) includes stands B61, B62 & B63	Exit onto C then: D11/D10, D, G, B, T1, T12 B747 for stands B61/B62/B63: D11/D10, D, G, B, T2, T3
EAST TERMINAL EAST (ETE) 122.150	B2 - B16 (EVEN No.) & B51, B52, B53, B54	Exit onto C then: D11/D10, D, G, F4, T4, T2
VIP 122.150	A61, A62 & A63	Exit onto C then: D11/D10, D, T13
EAST SATELLITE SOUTH (ESS) 122.275	C1, C3, C7, C32, C34, C36, C38, C51, C52, C53	Exit onto C then: D11/D10, D, H, S5, S9, (S4, dependant on stand No.)
EAST SATELLITE WEST (ESW) 122.850	C2, C4, C6, C11, C13, C15, C61, C62	Exit onto C then: D11/D10, D, G, S6, S10, (S7, dependant on stand No.)
EAST SATELLITE NORTH (ESN) 122.850	C12, C12R, C14, C16, C16R, C18, C21, C23, C25, C72, C73, C74	Exit onto C then: D11/D10, D, G, S8, (S1, dependant on stand No.)
EAST SATELLITE EAST (ESE) 122.275	C22, C24, C26, C28, C31, C33, C35, C81, C82, C83	Exit onto C then: D11/D10, D, H, B, S2, (S3 dependant on stand No.)
SATELLITE (C17) 122.850	C17	Exit onto C then: D11/D10, D, G
SATELLITE (C27) 121.650	C27	Exit onto C then: D11/D10, D, H, B
SATELLITE (C37) 122.275	C37	Exit onto C then: D11/D10, D, H
EAST CARGO SOUTH (ECS) 121.8	F8, F9, F10, F11	Exit onto C then: D10/D11, D, E2, E
EAST CARGO WEST (ECW) 123.250	F1 - F7	Exit onto C then: D11/D10, D, H, H3, K
EAST CARGO NORTH (ECN) 123.250	F21 - F27	Exit onto C then: D11/D10, D, H, B12, A, B14, K
EAST CARGO EAST (ECE) 123.250	F28 - F34	Exit onto C then: D11/D10, D, H, B12, A, B14, B, N1/N2, L

LUMPUR Ground					LUMPUR Tower Rwy 15/33
118.050	122.525	121.725	122.550	130.75	119.8

TAXI ROUTES FOR ARRIVAL RWY 15 (KLIA2)



CHANGES: Holding positions added, apron and building labels.

TAXI ROUTES FOR ARRIVAL RWY 15 (KLIA2) (CONTD)

ARRIVALS RUNWAY 15 TO KLIA2
All aircraft to vacate runway via intersections Y6 or Y7.
Exits via Y8 and Y9 may be approved on request.

APRON	GATES	TAXI ROUTE DETAIL
WEST TERMINAL SOUTH (WTS) 122.550	K2 - K18 (EVEN No.)	Exit onto Y then Z7/Z8, Z, U4: U3D to gate K2 U3D, U3 to gates K4, K6, K8 and K10 U3E to gate K12 U3E to gates K14, K16 and K18.
WEST TERMINAL WEST (WTW) 121.725	K1 - K13 (ODD No.) & K20 - K24 (EVEN No.)	Exit onto Y then: Z7/Z8, Z, U8 For gates K20, K22 & K24 via Z7/Z8, Z, U7
WEST TERMINAL NORTH (WTN) 121.725	J1 - J17 (ODD No.)	Exit onto Y then: Z7/Z8, Z, U6, Q6, P, Q1, U1, U2
WEST TERMINAL EAST (WTE) 122.550	J2 - J22 (EVEN No.)	Exit onto Y then Z7/Z8, Z, U4: U3A to gate J22 U3A, U3 to gates J20, J18, J16 and J14 U3B to gate J12 U3B, U3 to gates J10, J8, J6 and J4 U3C to gate J2.
WEST SATELLITE SOUTH (WSS) 130.75	Q2 - Q18 (EVEN No.)	Exit onto Y then Z7/Z8, Z, U6: U5B, U5 to gate Q2 U5C to gate Q4 U5C, U5 to gates Q6, Q8, Q10 and Q12 U5D to gate Q14 U5D, U5 to gates Q16 and Q18.
WEST SATELLITE WEST (WSW) 122.550	Q1 - Q21 (ODD No.)	Exit onto Y then: Z7/Z8, Z, U4
WEST SATELLITE NORTH (WSN) 122.550	P1 - P21 (ODD No.)	Exit onto Y then: Z7/Z8, Z, U4
WEST SATELLITE EAST (WSE) 130.75	P2 - P12 (EVEN No.)	Exit onto Y then Z7/Z8, Z, U6: U5A to gate P12 U5A, U5 to gates P10, P8 and P6 U5B to gate P4 U5B, U5 to gate P2

WMKK/KUL

JEPPESEN

5 JUL 24
Eff 11 Jul

20-6D

KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL-SEPANG

LUMPUR Ground					LUMPUR Tower Rwy 14R/32L
121.8	122.150	122.850	121.650	123.250	118.5

TAXI ROUTES ARRIVAL RWY 32L

101-42 101-43 02-45 02-44 02-43

EAST TERMINAL NORTH (ETN)
Tower East
EAST TERMINAL WEST (ETW)
Terminal 1
EAST SATELLITE WEST (ESW)
Satellite A
EAST SATELLITE SOUTH (ESS)
Apron Tower
EAST CARGO NORTH (ECN)
EAST CARGO EAST (ECE)
EAST CARGO WEST (ECW)
EAST CARGO SOUTH (ECS)
RWY 14L/32R
RWY 14R/32L
RWY 15/33
ARP

HS1 HS2 HS3

❶ EAST TERMINAL SOUTH (ETS)
❷ EAST TERMINAL EAST (ETE)
❸ EAST SATELLITE NORTH (ESN)
❹ EAST SATELLITE EAST (ESE)

LEGEND

DIRECTIONAL TAXI ROUTE FOR ARRIVAL

HS1 HOT SPOT SEE 20-9A FOR DESCRIPTION

CHANGES: Holding positions added, apron and building labels.

TAXI ROUTES FOR ARRIVAL RWY 32L (CONTD)

ARRIVAL RUNWAY 32L
All aircraft to vacate runway via intersections C5 or C6.
Exits via C2, C3 and C4 may be approved on request.

APRON	GATES	TAXI ROUTE DETAIL
EAST TERMINAL SOUTH (ETS) 122.150	A2 - A14 (EVEN No.) & A51, A52, A53, A54	Exit onto C then: D2, G, F5, T5, T7
EAST TERMINAL WEST (ETW) 122.150	A3 - A13 (ODD No.)	Exit onto C then: D2, G, F6, T6, T9, T8
EAST TERMINAL NORTH (ETN) 122.150	B3 - B23 (ODD No.) includes stands B61, B62 & B63	Exit onto C then: D2, G, F1, T3, T1, T12 B747 for stands B61/B62/B63: D2, G, F1, T3
EAST TERMINAL EAST (ETE) 122.150	B2 - B16 (EVEN No.) & B51, B52, B53, B54	Exit onto C then: D2, G, F4, T4, T2
VIP 122.150	A61, A62 & A63	Exit onto C then: D2, G, F6, T6, T7, D, T13
EAST SATELLITE SOUTH (ESS) 122.275	C1, C3, C7, C32, C34, C36, C38, C51, C52, C53	Exit onto C, then: D5/D3/D2 (Turn right onto D - if required) H, S5, S9, (S4, dependant on stand no.)
EAST SATELLITE WEST (ESW) 122.850	C2, C4, C6, C11, C13, C15, C61, C62	Exit onto C then: D2, G, S6, S10, (S7 dependant on stand no.)
EAST SATELLITE NORTH (ESN) 122.850	C12, C12R, C14, C16, C16R, C18, C21, C23, C25, C72, C73, C74	Exit onto C then: D2, G, S8, (S1, dependant on stand no.)
EAST SATELLITE EAST (ESE) 122.275	C22, C24, C26, C28, C31, C33, C35, C81, C82, C83	Exit onto C, then: D2, G, B, S2 (S3 dependant on stand no.)
SATELLITE (C17) 122.850	C17	Exit onto C then: D2, G
SATELLITE (C27) 121.650	C27	Exit onto C, then: D2, G, B
SATELLITE (C37) 122.275	C37	Exit onto C, then: D5/D3/D2 (Turn right onto D - if required) H
EAST CARGO SOUTH (ECS) 121.8	F8, F9, F10, F11	Exit onto C then: D5/D3/D2, (Turn right onto D - if required) D, E2, E
EAST CARGO WEST (ECW) 123.250	F1 - F7	Exit onto C then: D5/D3/D2 (Turn right onto D - if required) H, H3, K
EAST CARGO NORTH (ECN) 123.250	F21 - F27	Exit onto C then: D5/D3/D2 (Turn right onto D - if required) H, B, K
EAST CARGO EAST (ECE) 123.250	F28 - F34	Exit onto C then: D5/D3/D2 (Turn right onto D - if rerquired) H, B, N1/N2, L

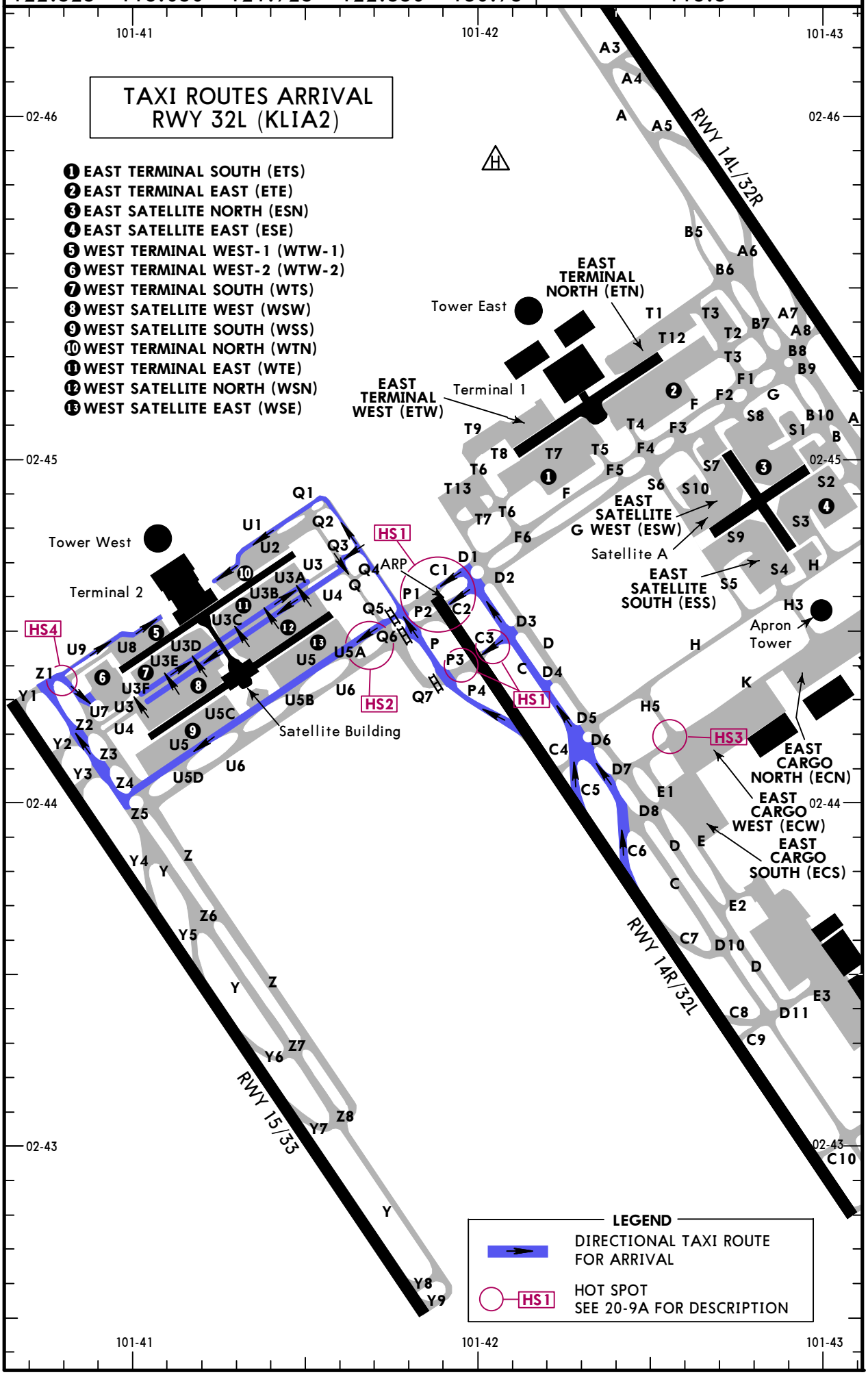
KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL-SEPANG

LUMPUR Ground					LUMPUR Tower Rwy 14R/32L
122.525	118.050	121.725	122.550	130.75	118.5

TAXI ROUTES ARRIVAL RWY 32L (KLIA2)

1. EAST TERMINAL SOUTH (ETS)
2. EAST TERMINAL EAST (ETE)
3. EAST SATELLITE NORTH (ESN)
4. EAST SATELLITE EAST (ESE)
5. WEST TERMINAL WEST-1 (WTW-1)
6. WEST TERMINAL WEST-2 (WTW-2)
7. WEST TERMINAL SOUTH (WTS)
8. WEST SATELLITE WEST (WSW)
9. WEST SATELLITE SOUTH (WSS)
10. WEST TERMINAL NORTH (WTN)
11. WEST TERMINAL EAST (WTE)
12. WEST SATELLITE NORTH (WSN)
13. WEST SATELLITE EAST (WSE)



CHANGES: Holding positions added, apron and building labels.

TAXI ROUTES ARRIVAL RWY 32L (KLIA2) (CONTD)

ARRIVALS RUNWAY 32L TO KLIA2
All aircraft to vacate runway via intersections C6, C5 or P4 as instructed by ATC.
Exits via P3, P2 or P1 may be approved on request.

APRON	GATES	TAXI ROUTE DETAIL
WEST TERMINAL SOUTH (WTS) 122.550	K2 - K18 (EVEN No.)	Exit onto P, then: Q3, Q, U4: U3F, U3 to gates K18, K16, K14 U3E to gate K12 U3E, U3 to gates K10, K8, K6 and K4 U3D to gate K2
WEST TERMINAL WEST (WTW) 121.725	K1 - K13 (ODD No.) & K20 - K24 (EVEN No.)	Exit onto P, then: Q5, U5, Z4, Y, Z1, U9, U8 For gates K20, K22 & K24 via P, Q5, U5, Z4, Y, Z1, Z, U7
WEST TERMINAL NORTH (WTN) 121.725	J1 - J17 (ODD No.)	Exit onto P, then: Q1, U1, U2
WEST TERMINAL EAST (WTE) 122.550	J2 - J22 (EVEN No.)	Exit onto P, then: Q3, Q, U4: U3C to gate J2 U3C, U3 to gates J4, J6, J8 and J10 U3B to gate J12 U3B, U3 to gates J14, J16, J18 and J20 U3A to gate J22
WEST SATELLITE SOUTH (WSS) 130.75	Q2 - Q18 (EVEN No.)	Exit onto P, then: Q5, U5
WEST SATELLITE WEST (WSW) 122.550	Q1 - Q21 (ODD No.)	Exit onto P, then: Q3, Q, U4
WEST SATELLITE NORTH (WSN) 122.550	P1 - P21 (ODD No.)	Exit onto P, then: Q3, Q, U4
WEST SATELLITE EAST (WSE) 130.75	P2 - P12 (EVEN No.)	Exit onto P, then: Q5, U5

KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL-SEPANG

LUMPUR Ground					LUMPUR Tower Rwy 14L/32R
121.650	122.150	122.850	121.8	123.250	118.8

TAXI ROUTES ARRIVAL RWY 32R

LEGEND

DIRECTIONAL TAXI ROUTE FOR ARRIVAL

HS1 HOT SPOT SEE 20-9A FOR DESCRIPTION

1 EAST TERMINAL SOUTH (ETS)
2 EAST TERMINAL EAST (ETE)
3 EAST SATELLITE NORTH (ESN)
4 EAST SATELLITE EAST (ESE)

RWY 14L/32R

RWY 14R/32L

EAST TERMINAL NORTH (ETN)

EAST TERMINAL WEST (ETW)

Terminal 1

Tower East

EAST SATELLITE WEST (ESW)

Satellite A

EAST SATELLITE SOUTH (ESS)

Apron Tower

EAST CARGO NORTH (ECN)

EAST CARGO EAST (ECE)

EAST CARGO WEST (ECW)

EAST CARGO SOUTH (ECS)

ARP

101-42 101-43 02-46 02-45 02-44

CHANGES: Holding positions added, apron and building labels.

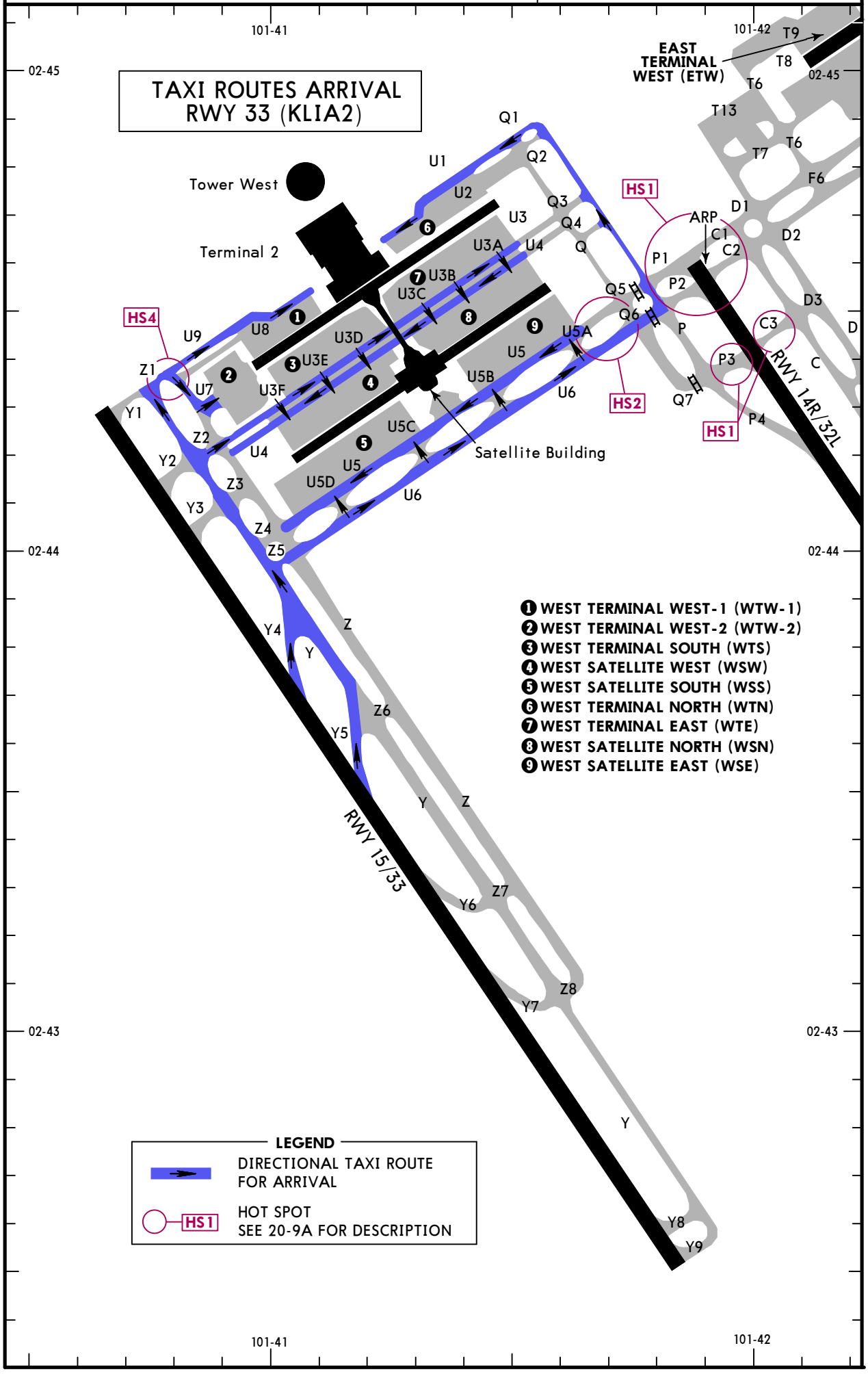
TAXI ROUTES ARRIVAL RWY 32R (CONTD)

ARRIVALS RUNWAY 32R
All aircraft to vacate runway via intersections A4 or A5.
Exits via A1, A2, and A3 may be approved on request.

APRON	GATES	TAXI ROUTE DETAIL
EAST TERMINAL SOUTH (ETS) 122.150	A2 - A14 (EVEN No.) & A51, A52, A53, A54	Exit onto A then: B5, B, F, T5, T7
EAST TERMINAL WEST (ETW) 122.150	A3 - A13 (ODD No.)	Exit onto A then: B5, B, F, T6, T9, T8
EAST TERMINAL NORTH (ETN) 122.150	B3 - B23 (ODD No.) Includes stands B61, B62, B63	Exit onto A then: B5, B, T1, T12 B747 for stands B62/B63: B5, B, T2, T3
EAST TERMINAL EAST (ETE) 122.150	B2 - B16 (EVEN No.) & & B51, B52, B53, B54	Exit onto A then: B5, B, F, T4, T2
VIP 122.150	A61, A62 & A63	Exit onto A then: B5, B, F, T6, T7, D, T13
EAST SATELLITE SOUTH (ESS) 122.275	C1, C3, C7, C32, C34, C36, C38, C51, C52, C53	Exit onto A then: B5, B, K, H5, H, S5, S9, (S4, dependant on stand no.)
EAST SATELLITE WEST (ESW) 122.850	C2, C4, C6, C11, C13, C15, C61, C62	Exit onto A then: B5, B, F, F4, S6, S10, (S7, dependant on stand no.)
EAST SATELLITE NORTH (ESN) 122.850	C12, C12R, C14, C16, C16R, C18, C21, 23, C25, C72, C73, C74	Exit onto A then: B5, B, F, F2, S8 (S1, dependant on stand no.)
EAST SATELLITE EAST (ESE) 122.275	C22, C24, C26, C28, C31, C33, C35, C81, C82, C83	Exit onto A then: B5, B, S2 (S3 dependant on stand no.)
SATELLITE (C17) 122.850	C17	Exit onto A then: B5, B, F, F4, G
SATELLITE (C27) 121.650	C27	Exit onto A then: B5, B
SATELLITE (C37) 122.275	C37	Exit onto A then: B5, B, K, H5, H
EAST CARGO SOUTH (ECS) 121.8	F8, F9, F10, F11	Exit onto A then: B5, B, K, D, E2, E
EAST CARGO WEST (ECW) 123.250	F1 - F7	Exit onto A then: B5, B, K
EAST CARGO NORTH (ECN) 123.250	F21 - F27	Exit onto A then: B5, B, K
EAST CARGO EAST (ECE) 123.250	F28 - F34	Exit onto A then: B5, B, N1/N2, L

LUMPUR Ground					LUMPUR Tower Rwy 15/33
118.050	122.525	121.725	122.550	130.75	119.8

TAXI ROUTES ARRIVAL RWY 33 (KLIA2)



CHANGES: Holding positions added, apron and building labels.

TAXI ROUTES ARRIVAL RWY 33 (KLIA2) (CONTD)

ARRIVALS RUNWAY 33 TO KLIA2

All aircraft to vacate runway via intersection Y4 or Y5.
Exits via Y1, Y2 and Y3 may be approved on request.

APRON	GATES	TAXI ROUTE DETAIL
WEST TERMINAL SOUTH (WTS) 122.550	K2 - K18 (EVEN No.)	Exit onto Y then: Z2, U3
WEST TERMINAL WEST (WTW) 121.725	K1 - K13 (ODD No.) & K20 - K24 (EVEN No.)	Exit onto Y then: Z1, U9, U8 For gates K20, K22 & K24 via Z1, Z, U7
WEST TERMINAL NORTH (WTN) 121.725	J1 - J17 (ODD No.)	Exit onto Y then: Z5, U6, Q6, P, Q1, U1, U2
WEST TERMINAL EAST (WTE) 122.550	J2 - J22 (EVEN No.)	Exit onto Y then: Z2, U3
WEST SATELLITE SOUTH (WSS) 130.75	Q2 - Q18 (EVEN No.)	Exit onto Y then Z5, U6: U5B, U5 to gate Q2 U5C to gate Q4 U5C, U5 to gate Q6, Q8, Q10 and Q12 U5D to gate Q14 U5D, U5 to gate Q16 and Q18.
WEST SATELLITE WEST (WSW) 122.550	Q1 - Q21 (ODD No.)	Exit onto Y then Z2, U3: U3D to gate Q1 U3D, U4 to gate Q3, Q5, Q7 and Q9 U3E to gate Q11 U3E, U4 to gate Q13, Q15, Q17 and Q19 U3F to gate Q21.
WEST SATELLITE NORTH (WSN) 122.550	P1 - P21 (ODD No.)	Exit onto Y then Z2, U3: U3A to gate P21 U3A, U4 to gate P19, P17, P15 and P13 U3B to gate P11 U3B, U4 to gate P9, P7, P5 and P3 U3C to gate P1
WEST SATELLITE EAST (WSE) 130.75	P2 - P12 (EVEN No.)	Exit onto Y then Z5, U6: U5A to gate P12 U5A, U5 to gate P10, P8 and P6 U5B to gate P4 U5B, U5 to gate P2.

CHANGES: None.

WMKK/KUL

JEPPESEN

5 JUL 24
Eff 11 Jul

20-6H

KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL-SEPANG

ATIS Departure	LUMPUR Delivery	LUMPUR Ground	LUMPUR Tower Rwy 14L/32R
126.450	126.0 128.15	121.650 122.150 122.850 121.8 123.250	118.8

TAXI ROUTES DEPARTURE RWY 14L

LEGEND

DIRECTIONAL TAXI ROUTE FOR DEPARTURE

HS1 HOT SPOT SEE 20-9A FOR DESCRIPTION

1 EAST TERMINAL SOUTH (ETS)
2 EAST TERMINAL EAST (ETE)
3 EAST SATELLITE NORTH (ESN)
4 EAST SATELLITE EAST (ESE)

RWY 14L/32R

RWY 14R/32L

EAST TERMINAL NORTH (ETN)

Tower East

Terminal 1

EAST TERMINAL WEST (ETW)

EAST SATELLITE WEST (ESW)

Satellite A

EAST SATELLITE SOUTH (ESS)

Apron Tower

EAST CARGO NORTH (ECN)

EAST CARGO WEST (ECW)

EAST CARGO SOUTH (ECS)

EAST CARGO EAST (ECE)

ARP

101-42 101-43 02-46 02-45 02-44

CHANGES: Holding positions added, apron and building labels.

TAXI ROUTES FOR DEPARTURES RWY 14L (CONTD)

DEPARTURES RUNWAY 14L
Intersections A2 and A3 may be available on request.

APRON	GATES	TAXI ROUTE DETAIL
EAST TERMINAL SOUTH (ETS) 122.150	A2 - A14 (EVEN No.) & A51, A52, A53, A54	T7, T6, F6, G, B, B5, A, A1
EAST TERMINAL WEST (ETW) 122.150	A3 - A13 (ODD No.)	T8, T6, F6, G, B, B5, A, A1
EAST TERMINAL NORTH (ETN) 122.150	B3 - B23 (ODD No.) includes stands B61, B62 & B63	T12, T3, T2, B, B5, A, A1
EAST TERMINAL EAST (ETE) 122.150	B2 - B16 (EVEN No.) & B51, B52, B53, B54	T2, B, B5, A, A1
VIP 122.150	A61, A62 & A63	T13, T6, F6, G, B, B5, A, A1
EAST SATELLITE SOUTH (ESS) 122.275	C1, C3, C7, C32, C34, C36, C38, C51, C52, C53	S4, H, B, B5, A, A1
EAST SATELLITE WEST (ESW) 122.850	C2, C4, C6, C11, C13, C15, C61, C62	S7, G, B, B5, A, A1
EAST SATELLITE NORTH (ESN) 122.850	C12, C12R, C14, C16, C16R, C18, C21, C23, C25, C72, C73, C74	S1, B, B5, A, A1
EAST SATELLITE EAST (ESE) 122.275	C22, C24, C26, C28, C31, C33, C35, C81, C82, C83	S3, H, B, B5, A, A1
SATELLITE (C17) 122.850	C17	G, B, B5, A, A1
SATELLITE (C27) 121.650	C27	B, B5, A, A1
SATELLITE (C37) 122.275	C37	H, B, B5, A, A1
EAST CARGO SOUTH (ECS) 121.8	F8, F9, F10, F11	E, E1, D, H, B, B5, A, A1
EAST CARGO WEST (ECW) 123.250	F1 - F7	K, H5, H, B, B5, A, A1
EAST CARGO NORTH (ECN) 123.250	F21 - F27	K, H5, H, B, B5, A, A1
EAST CARGO EAST (ECE) 123.250	F28 - F34	L, K, H5, H, B, B5, A, A1

WMKK/KUL

JEPPESEN

5 JUL 24
Eff 11 Jul

20-6J

KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL-SEPANG

ATIS Departure	LUMPUR Delivery	LUMPUR Ground	LUMPUR Tower Rwy 14R/32L
126.450	126.0 128.15	121.8 122.150 122.850 121.650 123.250	118.5

TAXI ROUTES DEPARTURE RWY 14R

1. EAST TERMINAL SOUTH (ETS)
2. EAST TERMINAL EAST (ETE)
3. EAST SATELLITE NORTH (ESN)
4. EAST SATELLITE EAST (ESE)

Tower East
EAST TERMINAL NORTH (ETN)
EAST TERMINAL WEST (ETW)
Terminal 1
EAST SATELLITE WEST (ESW)
Satellite A
EAST SATELLITE SOUTH (ESS)
Apron Tower
EAST CARGO NORTH (ECN)
EAST CARGO EAST (ECE)
EAST CARGO WEST (ECW)
EAST CARGO SOUTH (ECS)
ARP
RWY 14L/32R
RWY 14R/32L
HS1
HS3

101-42 101-43 02-45 02-44 02-43

LEGEND
DIRECTIONAL TAXI ROUTE FOR DEPARTURE
HS1 HOT SPOT SEE 20-9A FOR DESCRIPTION

CHANGES: Holding position added, apron and building labels.

TAXI ROUTES FOR DEPARTURES RWY 14R (CONTD)

DEPARTURES RUNWAY 14R
Intersections C2 and C3 may be available on request.

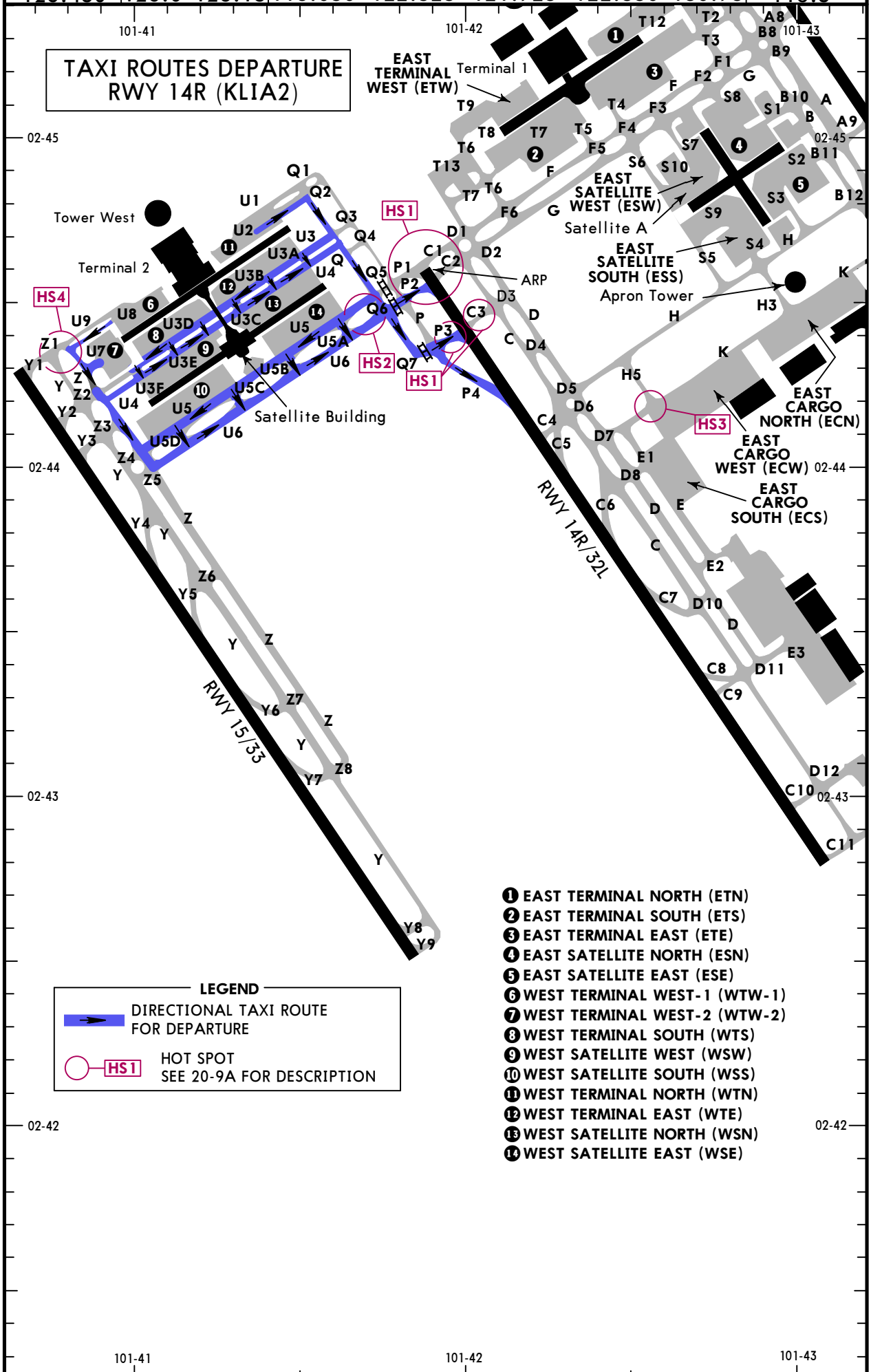
APRON	GATES	TAXI ROUTE DETAIL
EAST TERMINAL SOUTH (ETS) 122.150	A2 - A14 (EVEN No.) & A51, A52, A53, A54	T7, T6, F, D1, C1
EAST TERMINAL WEST (ETW) 122.150	A3 - A13 (ODD No.)	T8, T6, F, D1, C1
EAST TERMINAL NORTH (ETN) 122.150	B3 - B23 (ODD No.) includes stands B61, B62 & B63	T12, T3, F, D1, C1
EAST TERMINAL EAST (ETE) 122.150	B2 - B16 (EVEN No.) & B51, B52, B53, B54	T2, T3, F, D1, C1
VIP 122.150	A61, A62 & A63	T13, T6, F, D1, C1
EAST SATELLITE SOUTH (ESS) 122.275	C1, C3, C7, C32, C34, C36, C38, C51, C52, C53	S4, H3, K, D7, C, C1
EAST SATELLITE WEST (ESW) 122.850	C2, C4, C6, C11, C13, C15, C61, C62	S7, F3, F, D1, C1
EAST SATELLITE NORTH (ESN) 122.850	C12, C12R, C14, C16, C16R, C18, C21, C23, C25, C72, C73, C74	S1, B, F, D1, C1
EAST SATELLITE EAST (ESE) 122.275	C22, C24, C26, C28, C31, C33, C35, C81, C82, C83	S3, H, B, F, D1, C1
SATELLITE (C17) 122.850	C17	G, F1, F, D1, C1
SATELLITE (C27) 121.650	C27	B, F, D1, C1
SATELLITE (C37) 122.275	C37	H, B, F, D1, C1
EAST CARGO SOUTH (ECS) 121.8	F8, F9, F10, F11	E, E1, D8, C, C1
EAST CARGO WEST (ECW) 123.250	F1 - F7	K, D7, C, C1
EAST CARGO NORTH (ECN) 123.250	F21 - F27	K, D7, C, C1
EAST CARGO EAST (ECE) 123.250	F28 - F34	L, K, D7, C, C1

KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL-SEPANG

ATIS Departure	LUMPUR Delivery	LUMPUR Ground					LUMPUR Tower Rwy 14R/32L
126.450	126.0	128.15	118.050	122.525	121.725	122.550	130.75	118.5

TAXI ROUTES DEPARTURE RWY 14R (KLIA2)



CHANGES: Holding positions added, apron and building labels.

TAXI ROUTES FOR DEPARTURES RWY 14R (KLIA2) (CONTD)

DEPARTURES RUNWAY 14R FROM KLIA2
If RWY 14R in use for arrival, standard taxi route ends at Q6.
Pilots will be directed by ATC to hold at Q6 when protection of GP signal RWY 14R is required for an arriving aircraft or for traffic management.

APRON	GATES	TAXI ROUTE DETAIL
WEST TERMINAL SOUTH (WTS) 122.550	K2 - K18 (EVEN No.)	Gate K2 - U3D; Gate K4, K6, K8 and K10 - U3, U3E; Gate K12, U3E; Gate K14, K16 and K18 - U3, U3F; the continue via U4, Q, Q6, P2
WEST TERMINAL WEST (WTW) 121.725	K1 - K13 (ODD No.) & K20 - K24 (EVEN No.)	U8, Z, U4, Q, Q6, P2 For gates K20, K22 & K24 via Z, U6, Q, Q6, P2
WEST TERMINAL NORTH (WTN) 121.725	J1 - J17 (ODD No.)	U2, Q, Q6, P2
WEST TERMINAL EAST (WTE) 122.550	J2 - J22 (EVEN No.)	Gate J2 - U3C; Gate J4, J6, J8 and J10 - U3, U3C; Gate J12 - U3B; Gate J14, J16, J18 and J20 - U3, U3B; Gate J22 - U3A; the continue via U4, Q, Q6, P2
WEST SATELLITE SOUTH (WSS) 130.75	Q2 - Q18 (EVEN No.)	Gate Q2 - U5, U5C; Gate Q4 - U5C; Gate Q6, Q8, Q10 and Q12 - U5, U5D; Gate Q14 - U5D; Gate Q16 and Q18 - U5, Z the continue via U6, Q6, P2
WEST SATELLITE WEST (WSW) 122.550	Q1 - Q21 (ODD No.)	U4, Q, Q6, P2
WEST SATELLITE NORTH (WSN) 122.550	P1 - P21 (ODD No.)	U4, Q, Q6, P2
WEST SATELLITE EAST (WSE) 130.75	P2 - P12 (EVEN No.)	Gate P2 - U5, U5C; Gate P4 - U5B; Gate P6, P8 and P10 - U5, U5B; Gate P12 - U5A; the continue via U6, Q6, P2

KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL-SEPANG

ATIS Departure	LUMPUR Delivery	LUMPUR Ground	LUMPUR Tower Rwy 15/33
126.450	126.0 128.15	118.050 122.525 121.725 122.550 130.75	119.8

TAXI ROUTES DEPARTURE RWY 15 (KLIA2)

Terminal 1
EAST TERMINAL WEST (ETW)
EAST TERMINAL SOUTH (ETS)
Terminal 2
Tower West
Satellite Building
ARP
RWY 14R/32L
RWY 15/33
HS1
HS2
HS4

LEGEND
DIRECTIONAL TAXI ROUTE FOR DEPARTURE
HS1 HOT SPOT SEE 20-9A FOR DESCRIPTION

1. WEST TERMINAL WEST-1 (WTW-1)
2. WEST TERMINAL WEST-2 (WTW-2)
3. WEST TERMINAL SOUTH (WTS)
4. WEST SATELLITE WEST (WSW)
5. WEST SATELLITE SOUTH (WSS)
6. WEST TERMINAL NORTH (WTN)
7. WEST TERMINAL EAST (WTE)
8. WEST SATELLITE NORTH (WSN)
9. WEST SATELLITE EAST (WSE)

CHANGES: Holding positions added, apron and building labels.

TAXI ROUTES FOR DEPARTURES RWY 15 (KLIA2) (CONTD)

DEPARTURES RUNWAY 15 FROM KLIA2

Intersection Y2 and Y3 maybe available on request.

APRON	GATES	TAXI ROUTE DETAIL
WEST TERMINAL SOUTH (WTS) 122.550	K2 - K18 (EVEN No.)	U3, Z2, Y, Y1
WEST TERMINAL WEST (WTW) 121.725	K1 - K13 (ODD No.) & K20 - K24 (EVEN No.)	U9, Z1, Y1 For gates K20, K22 & K24 via U7, Z, Z1, Y1
WEST TERMINAL NORTH (WTN) 121.725	J1 - J17 (ODD No.)	U2, Q, U3, Z2, Y, Y1
WEST TERMINAL EAST (WTE) 122.550	J2 - J22 (EVEN No.)	U3, Z2, Y, Y1
WEST SATELLITE SOUTH (WSS) 130.75	Q2 - Q18 (EVEN No.)	U5, Z4, Y, Y1
WEST SATELLITE WEST (WSW) 122.550	Q1 - Q21 (ODD No.)	Gate Q1 - U3D Gate Q3, Q5, Q7 and Q9 - U4, U3D Gate Q11 - U3E Gate Q13, Q15, Q17 and Q19 - U4, U3E Gate Q21 - U3F then continue via U3, Z2, Y, Y1
WEST SATELLITE NORTH (WSN) 122.550	P1 - P21 (ODD No.)	Gate P1 - U3C Gate P3, P5, P7 and P9 - U4, U3B Gate P11 - U3B Gate P13, P15, P17 and P19 - U4, U3A Gate P21 - U3A then continue via U3, Z2, Y, Y1
WEST SATELLITE EAST (WSE) 130.75	P2 - P12 (EVEN No.)	U5, Z4, Y, Y1

WMKK/KUL

JEPPESEN

5 JUL 24
Eff 11 Jul

20-6M

KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL - SEPANG

ATIS Departure	LUMPUR Delivery	LUMPUR Ground				LUMPUR Tower Rwy 14R/32L
126.450	126.0 128.15	121.8	122.150	122.850	122.275 123.250	118.5

TAXI ROUTES DEPARTURE RWY 32L

EAST TERMINAL NORTH (ETN)
Tower East
EAST TERMINAL WEST (ETW)
Terminal 1
EAST SATELLITE WEST (ESW)
Satellite A
EAST SATELLITE SOUTH (ESS)
Apron Tower
EAST CARGO NORTH (ECN)
EAST CARGO EAST (ECE)
EAST CARGO WEST (ECW)
EAST CARGO SOUTH (ECS)
RWY 14L/32R
RWY 14R/32L
ARP
HS1
HS3

LEGEND
DIRECTIONAL TAXI ROUTE FOR DEPARTURE
HS1 HOT SPOT SEE 20-9A FOR DESCRIPTION

1 EAST TERMINAL SOUTH (ETS)
2 EAST TERMINAL EAST (ETE)
3 EAST SATELLITE NORTH (ESN)
4 EAST SATELLITE EAST (ESE)

101-42 101-43 02-45 02-44 02-43

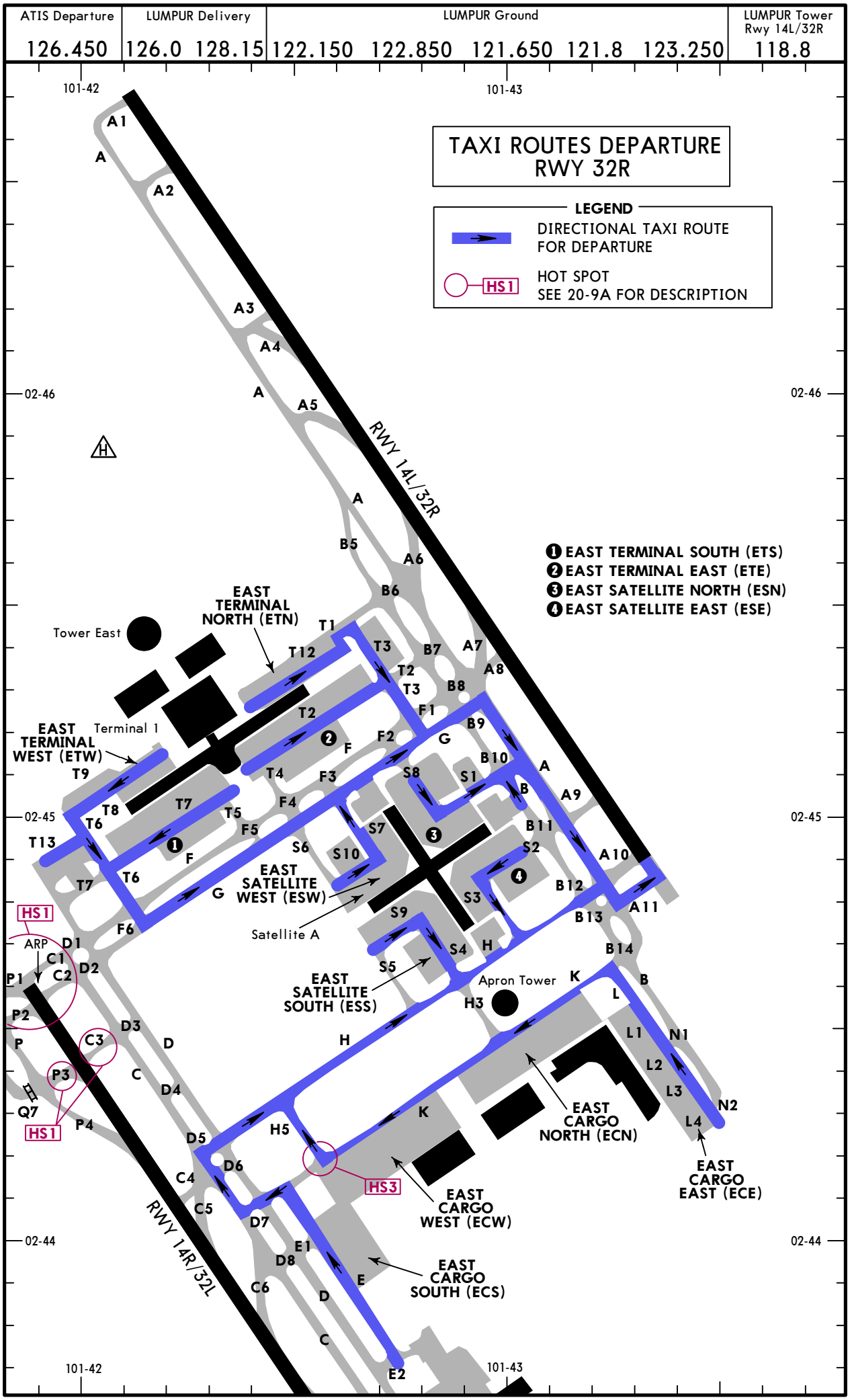
CHANGES: Holding position added, apron and building labels.

TAXI ROUTES DEPARTURE RWY 32L (CONTD)

DEPARTURES RUNWAY 32L
Intersections C7, C9 and C10 may be available on request.

APRON	GATES	TAXI ROUTE DETAIL
EAST TERMINAL SOUTH (ETS) 122.150	A2 - A14 (EVEN No.) & A51, A52, A53, A54	T7, T6, F, D, D11, C, C11
EAST TERMINAL WEST (ETW) 122.150	A3 - A13 (ODD No.)	T8, T6, F, D, D11, C, C11
EAST TERMINAL NORTH (ETN) 122.150	B3 - B23 (ODD No.) includes stands B61, B62 & B63	T12, T3, F, D, D11, C, C11
EAST TERMINAL EAST (ETE) 122.150	B2 - B16 (EVEN No.) & B51, B52, B53, B54	T2, T3, F, D, D11, C, C11
VIP 122.150	A61, A62 & A63	T13, T6, F, D, D11, C, C11
EAST SATELLITE SOUTH (ESS) 122.275	C1, C3, C7, C32, C34, C36, C38, C51, C52, C53	S4, H3, K, D, D11, C, C11
EAST SATELLITE WEST (ESW) 122.850	C2, C4, C6, C11, C13, C15, C61, C62	S7, F3, F, D, D11, C, C11
EAST SATELLITE NORTH (ESN) 122.850	C12, C12R, C14, C16, C16R, C18, C21, C23, C25, C72, C73, C74	S1, B, K, D, D11, C, C11
EAST SATELLITE EAST (ESE) 122.275	C22, C24, C26, C28, C31, C33, C35, C81, C82, C83	S3, H, B, K, D, D11, C, C11
SATELLITE (C17) 122.850	C17	G, F1, F, D, D11, C, C11
SATELLITE (C27) 121.650	C27	B, K, D, D11, C, C11
SATELLITE (C37) 122.275	C37	H, B, K, D, D11, C, C11
EAST CARGO SOUTH (ECS) 121.8	F8, F9, F10, F11	E, E1, D, D11, C, C11
EAST CARGO WEST (ECW) 123.250	F1 - F7	K, D, D11, C, C11
EAST CARGO NORTH (ECN) 123.250	F21 - F27	K, D, D11, C, C11
EAST CARGO EAST (ECE) 123.250	F28 - F34	L, K, D, D11, C, C11

ATIS Departure	LUMPUR Delivery	LUMPUR Ground					LUMPUR Tower Rwy 14L/32R
126.450	126.0	128.15	122.150	122.850	121.650	121.8	123.250	118.8



CHANGES: Holding position added, apron and building labels.

TAXI ROUTES DEPARTURE RWY 32R (CONTD)

DEPARTURES RUNWAY 32R
Intersections A9 and A10 may be available on request.

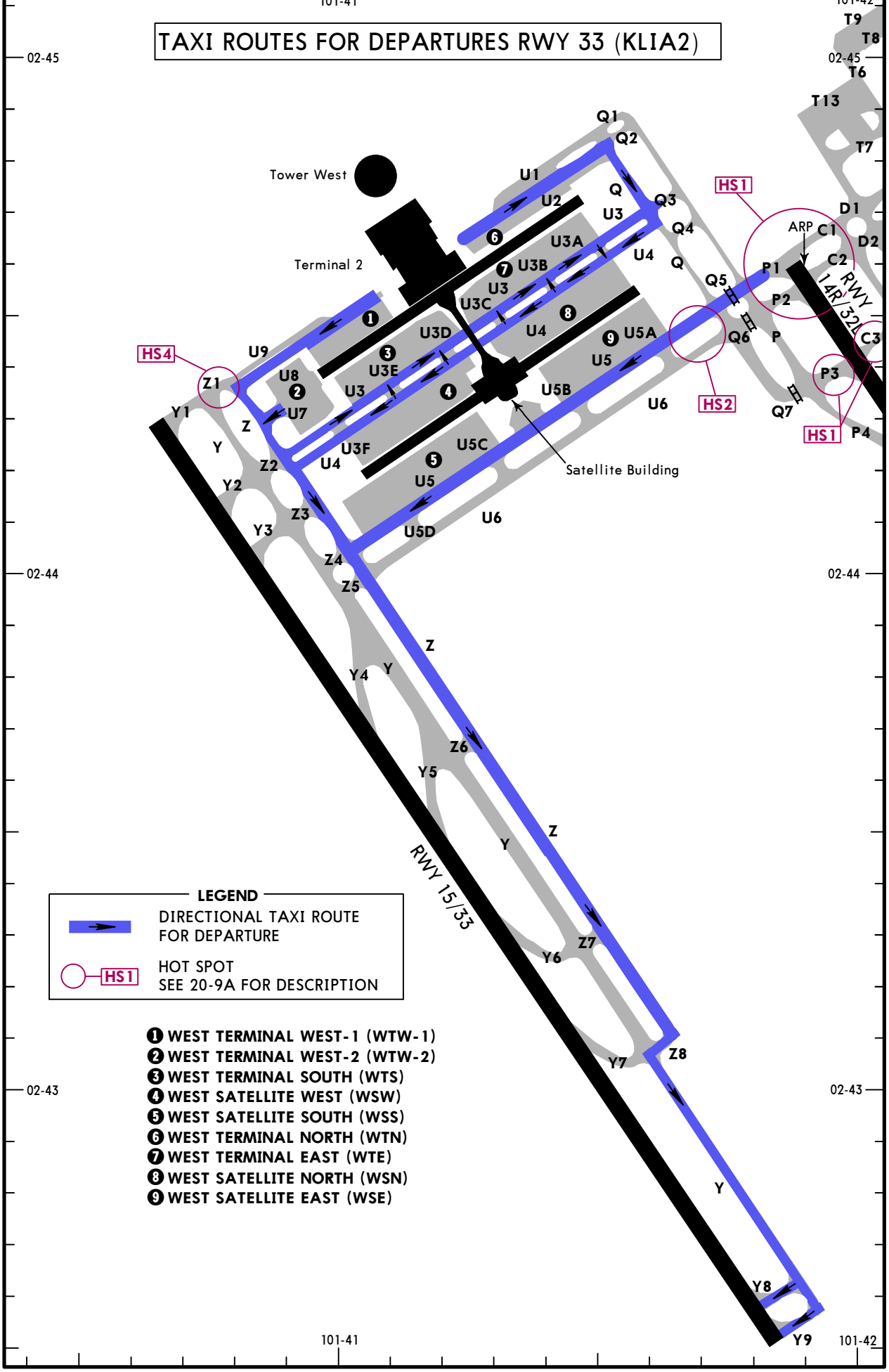
APRON	GATES	TAXI ROUTE DETAIL
EAST TERMINAL SOUTH (ETS) 122.150	A2 - A14 (EVEN No.) & A51, A52, A53, A54	T7, T6, F6, G, B9, A, A11
EAST TERMINAL WEST (ETW) 122.150	A3 - A13 (ODD No.)	T8, T6, F6, G, B9, A, A11
EAST TERMINAL NORTH (ETN) 122.150	B3 - B23 (ODD No.) includes stands B61, B62 & B63	T12, T3, F1, G, B9, A, A11
EAST TERMINAL EAST (ETE) 122.150	B2 - B16 (EVEN No.) & B51, B52, B53, B54	T2, T3, F1, G, B9, A, A11
VIP 122.150	A61, A62 & A63	T13, T6, F6, G, B9, A, A11
EAST SATELLITE SOUTH (ESS) 122.275	C1, C3, C7, C32, C34, C36, C38, C51, C52, C53	S4, H, B12, A, A11
EAST SATELLITE WEST (ESW) 122.850	C2, C4, C6, C11, C13, C15, C61, C62	S7, G, B9, A, A11
EAST SATELLITE NORTH (ESN) 122.850	C12, C12R, C14, C16, C16R, C18, C21, C23, C25, C72, C73, C74	S1, B10, A, A11
EAST SATELLITE EAST (ESE) 122.275	C22, C24, C26, C28, C31, C33, C35, C81, C82, C83	S3, H, B12, A, A11
SATELLITE (C17) 122.850	C17	G, B9, A, A11
SATELLITE (C27) 121.650	C27	B, B12, A, A11
SATELLITE (C37) 122.275	C37	H, B12, A, A11
EAST CARGO SOUTH (ECS) 121.8	F8, F9, F10, F11	E, K, D7, C, D5, H, B12, A, A11
EAST CARGO WEST (ECW) 123.250	F1 - F7	K, H5, H, B12, A, A11
EAST CARGO NORTH (ECN) 123.250	F21 - F27	K, H5, H, B12, A, A11
EAST CARGO EAST (ECE) 123.250	F28 - F34	L, K, H5, H, B12, A, A11

KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL - SEPANG

ATIS Departure	LUMPUR Delivery	LUMPUR Ground	LUMPUR Tower Rwy 15/33
126.450	126.0 128.15	118.050 122.525 121.725 122.550 130.75	119.8

TAXI ROUTES FOR DEPARTURES RWY 33 (KLIA2)



CHANGES: Holding positions added, apron and building labels.

TAXI ROUTES FOR DEPARTURES RWY 33 (KLIA2) (CONTD)

DEPARTURES RUNWAY 33 FROM KLIA2

Intersection Y8 and Y7 maybe available na request.

APRON	GATES	TAXI ROUTE DETAIL
WEST TERMINAL SOUTH (WTS) 122.550	K2 - K18 (EVEN No.)	Gate K2 - U3D; Gate K4, K6, K8 and K10 - U3, U3D; Gate K12 - U3E; Gate K14, K16 and K18 - U3, U3E; then continue via U4, Z, Z8, Y, Y9
WEST TERMINAL WEST (WTW) 121.725	K1 - K13 (ODD No.) & K20 - K24 (EVEN No.)	U8, Z, Z8, Y, Y9 For gates K20, K22 & K24 via U7, Z, Z8, Y, Y9
WEST TERMINAL NORTH (WTN) 121.725	J1 - J17 (ODD No.)	U2, Q, U4, Z, Z8, Y, Y9
WEST TERMINAL EAST (WTE) 122.550	J2 - J22 (EVEN No.)	Gate J2 - U3C; Gate J4, J6, J8 and J10 - U3, U3B; Gate J12 - U3B; Gate J14, J16, J18 and J20 - U3, U3A; Gate J22 - U3A; then continue via U4, Z, Z8, Y, Y9
WEST SATELLITE SOUTH (WSS) 130.75	Q2 - Q18 (EVEN No.)	U5, Z, Z8, Y, Y9
WEST SATELLITE WEST (WSW) 122.550	Q1 - Q21 (ODD No.)	U4, Z, Z8, Y, Y9
WEST SATELLITE NORTH (WSN) 122.550	P1 - P21 (ODD No.)	U4, Z, Z8, Y, Y9
WEST SATELLITE EAST (WSE) 130.75	P2 - P12 (EVEN No.)	U5, Z, Z8, Y, Y9

TAXIWAY CLOSE FOR AIRCRAFT LONG LAYOVER PARKING (AIP SUP 49/2023)

WORKS INFORMATION

The following temporary changes concerning Kuala Lumpur International Airport Aerodrome (WMKK) will take place due to long layover aircraft parking.

APRONS, TAXIWAYS AND CHECK LOCATION/POSITIONS DATA

- Non-standard aircraft parking for long layover aircraft at Twy M between intersection E2 and intersection E3 from 20231214 until further notice.
- Non-standard aircraft parking for long layover aircraft at Twy B between intersection B14 and intersection N2 from 20231214 until further notice.

AIRCRAFT STAND B3 CLOSED (AIP SUP 23/2024)

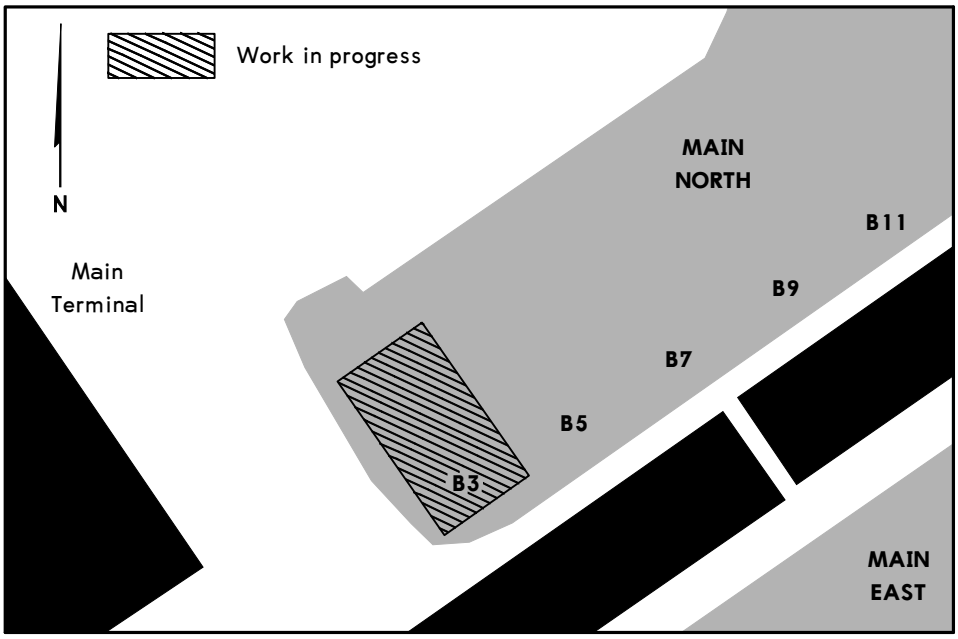
WORKS INFORMATION

The following temporary changes concerning Kuala Lumpur International Airport Aerodrome (WMKK) concerning to Aircraft Stand B3 temporarily closed with immediate effect until further notice.

Aircraft are only allowed to start up engine abeam Aircraft Stand B9 for safety.

Jet Blast Procedures

Non-Standard Pushback Procedures at Aircraft Stand B5 and B7. Aircraft to be pushed back and towed forward until abeam Aircraft Stand B9 before taxiing out. Engine start at the aircraft stand is prohibited. Engine start is only permitted abeam Aircraft Stand B9.



RWY CLOSURE SCHEDULE
(AIP SUP 45/2023)

WORKS INFORMATION

The following runway closure concerning Kuala Lumpur International Airport Aerodrome (WMKK) will take place as follows:

1. Rwy 14L/32R

a) Between 1700-2200 UTC on every Sunday, Monday, Wednesday and Friday.
b) Between 0300-0400 UTC on every Monday.

2. Rwy 14R/32L

a) Between 1700-2200 UTC on every Tuesday, Thursday and Saturday.
b) Between 0300-0400 UTC on every Tuesday.

3. Rwy 15/33

a) Between 1700-2200 UTC daily.
b) Between 0300-0400 UTC on every Wednesday.

4. Additional inspection and maintenance closures:

a) 20-minute inspection conducted within the period between 2100 - 2200 UTC prior to reopening the runway.

b) An 8-minute inspection conducted within the periods between 0200 - 0430 UTC, 0800 - 1100 UTC, 1400 - 1600 UTC and 2100 - 2330 UTC daily.

c) Additional runway inspection may be conducted as and when required or after weather phenomena.

5. Closure is due to preventive maintenance work. In the event of an emergency, Rwy will be re-opened within 30 minutes.

WMKK/KUL

Apt Elev 69′
N02 44.6 E101 41.9

JEPPESEN 20-9

KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL - SEPANG

13 SEP 24

CHANGES: Lights depiction.

ATIS Departure	LUMPUR Delivery	LUMPUR Ground		LUMPUR Tower	
126.45	126.0	128.15	Rwy 15/33 121.725 122.15 122.275 122.55 122.85 123.25 130.75	Rwy 14R/32L 118.05 121.8 122.525	Rwy 14L/32R 121.65
				Rwy 15/33 119.8	Rwy 14R/32L 118.5
					Rwy 14L/32R 118.8

Pilots are advised of heavy vehicle crossing on Twy U5 and U6.
Runway guard lights on all Rwy/Twy intersections.

RUNWAY INCURSION HOT SPOTS
HS1
See 20-9A for description of Hot Spots

VAR 0°

Elev 54′

14L 146°

13,186′ 4019m

14R 146°

Elev 69′

Elev 54′

15 146°

12,992′ 3960m

13,123′ 4000m

32R 326°

32L 326°

33 326°

Elev 27′

Elev 47′

Elev 27′

Tower East

Tower West

Terminal 1

Terminal 2

Satellite A

Satellite Building

Apron Tower

ARP

HS1 HS2 HS3 HS4

EAST TERMINAL NORTH (ETN)

EAST TERMINAL WEST (ETW)

EAST SATELLITE WEST (ESW)

EAST SATELLITE SOUTH (ESS)

EAST CARGO NORTH (ECN)

EAST CARGO EAST (ECE)

EAST CARGO WEST (ECW)

EAST CARGO SOUTH (ECS)

❶ EAST TERMINAL SOUTH (ETS)
❷ EAST TERMINAL EAST (ETE)
❸ EAST SATELLITE NORTH (ESN)
❹ EAST SATELLITE EAST (ESE)

❺ WEST TERMINAL WEST-1 (WTW-1)
❻ WEST TERMINAL WEST-2 (WTW-2)
❼ WEST TERMINAL SOUTH (WTS)
❽ WEST SATELLITE WEST (WSW)
❾ WEST SATELLITE SOUTH (WSS)
❿ WEST TERMINAL NORTH (WTN)
⓫ WEST TERMINAL EAST (WTE)
⓬ WEST SATELLITE NORTH (WSN)
⓭ WEST SATELLITE EAST (WSE)

Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
14L ❶ 32R	HIRL (60m) CL (15m) ❷ PALS CAT I TDZ PAPI (angle 3.0°) OFZ RVR		12,202′ 3719m 12,130′ 3697m		197′ 60m

❶ grooved
❷ length 900m

14R ❸	HIRL (60m) CL (15m) ❹ PALS CAT I TDZ PAPI-L (angle 3.0°) OFZ RVR		12,145′ 3702m		197′ 60m
32L	HIRL (60m) CL (15m) ❹ PALS CAT I TDZ PAPI (angle 3.0°) OFZ RVR		12,138′ 3700m		

❸ grooved
❹ length 900m

15	HIRL (60m) CL (15m) ❺ PALS CAT I PAPI-R (angle 3.0°) OFZ RVR		12,005′ 3659m		197′ 60m
33	HIRL (60m) CL (15m) ❺ PALS CAT I PAPI-L (angle 3.0°) OFZ RVR		12,009′ 3660m		

❺ length 900m

INTERSECTION TAKE-OFF POSITIONS & DISTANCES

RUNWAY	FROM TAXIWAY	RUNWAY REMAINING	RUNWAY	FROM TAXIWAY	RUNWAY REMAINING
14L	TWY A2	11,824′(3604m)	32L	TWY C7	6717′ (2048m)
	TWY A3	9289′ (2832m)		TWY C8	8202′ (2500m)
	TWY A4	8266′ (2520m)		TWY C9	9223′ (2812m)
	TWY A5	6790′ (2070m)		TWY C10	11,759′(3585m)
14R	TWY C2	12,749′(3887m)	32R	TWY A6	6773′ (2065m)
	TWY C3	11,696′(3566m)		TWY A7	8443′ (2574m)
	TWY C4	9250′ (2820m)		TWY A8	9469′ (2887m)
	TWY C5	8223′ (2507m)		TWY A9	11,920′(3634m)
	TWY C6	6724′ (2050m)		TWY A10	12,969′(3954m)
	TWY P2	12,595′(3839m)	33	TWY Y6	7159′ (2182m)
	TWY P3	11,545′(3519m)		TWY Y7	8635′ (2632m)
	TWY P4	9941′ (3030m)		TWY Y8	12,556′(3827m)
15	TWY Y2	11,499′(3505m)			
	TWY Y3	11,155′(3400m)			
	TWY Y4	8627′ (2630m)			
	TWY Y5	7152′ (2180m)			

RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instuctions.

HS1 Pilots to exercise caution when crossing Runway 14R via taxiway C1 to P1, C2 to P2 & C3 to P3 vice versa.

HS2 Pilots to exercise caution of vehicle crossing taxiway U5 & U6.

HS3 Pilots to exercise caution of vehicle crossing taxiway K.

HS4 Aircraft exiting taxiway Z must not enter taxiway U9 and vice versa.

State	TAKE-OFF	FOR FILING AS ALTERNATE RNP Z Rwy 32R (AR) RNP Z Rwy 33 (AR)
	R550m V800m	A, B: Not Applicable C, D: NA

CHANGES: Lights description.

KUALA LUMPUR, MALAYSIA

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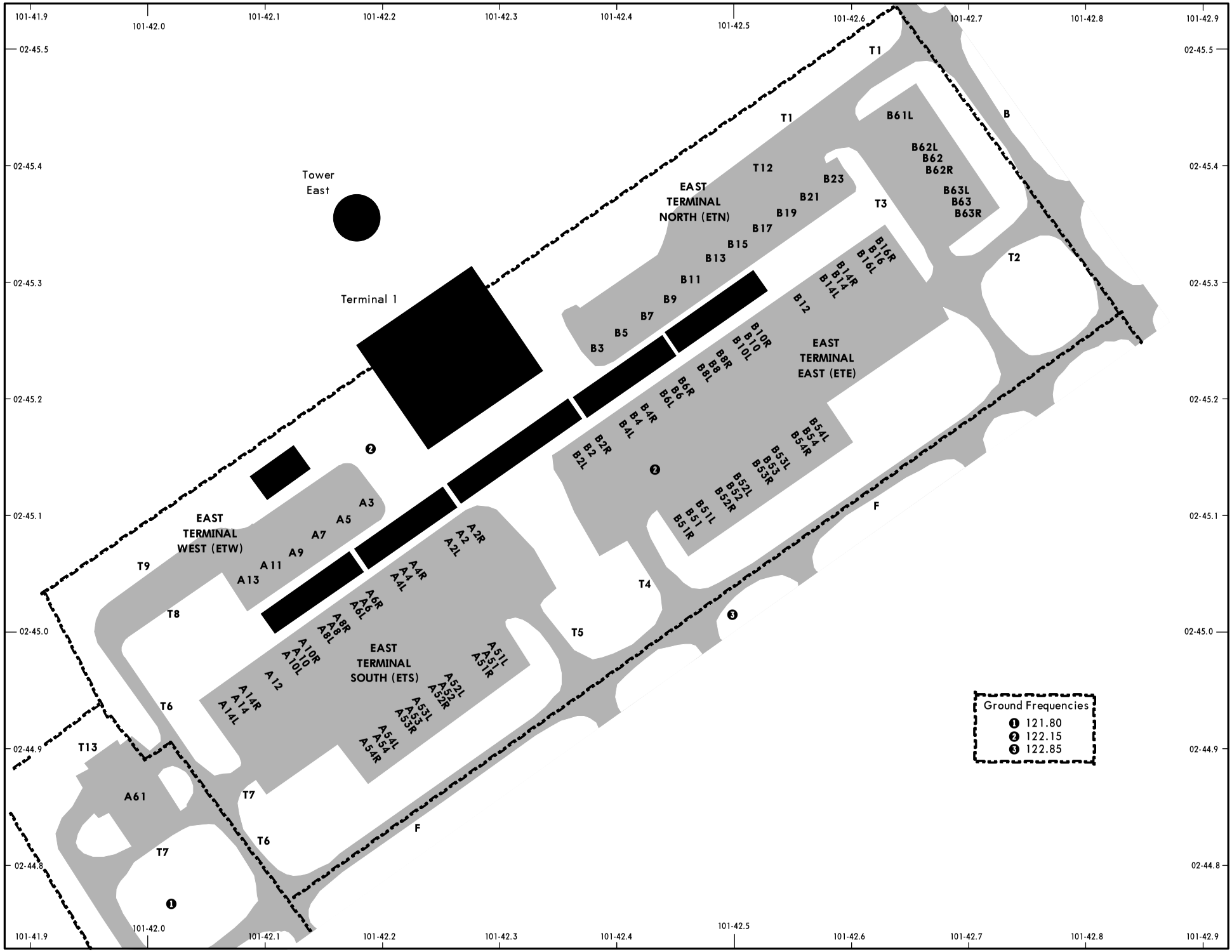

CHANGES: None.

PARKING STAND COORDINATES

STAND/BAY NO.	COORDINATES	CRITICAL ACFT STANDS	VDGS TYPE
EAST TERMINAL SOUTH (ETS)			
A2	N02 45.1 E101 42.3	B744	APIS++
A2L, A2R	N02 45.1 E101 42.3	B38M	APIS++
A4	N02 45.1 E101 42.3	A359	SAFEDOCK
A4L, A4R	N02 45.1 E101 42.3	B38M	SAFEDOCK
A6L	N02 45.0 E101 42.2	B38M	SAFEDOCK
A6	N02 45.1 E101 42.2	B773	SAFEDOCK
A6R	N02 45.1 E101 42.2	B38M	SAFEDOCK
A8	N02 45.0 E101 42.2	B773	SAFEDOCK
A8L, A8R	N02 45.0 E101 42.2	B38M	SAFEDOCK
A10L	N02 45.0 E101 42.1	B38M	SAFEDOCK
A10	N02 45.0 E101 42.1	B773	SAFEDOCK
A10R	N02 45.0 E101 42.2	B38M	SAFEDOCK
A12	N02 45.0 E101 42.1	B763	
A14L	N02 44.9 E101 42.1	B38M	
A14	N02 45.0 E101 42.1	B744	
A14R	N02 45.0 E101 42.1	DC91	
A51	N02 45.0 E101 42.3	B772	
A51L, A51R	N02 45.0 E101 42.3	B38M	
A52	N02 45.0 E101 42.3	B772	
A52L, A52R	N02 45.0 E101 42.3	B38M	
A53L	N02 44.9 E101 42.3	B38M	
A53	N02 44.9 E101 42.3	B772	
A53R	N02 44.9 E101 42.2	B38M	
A54	N02 44.9 E101 42.2	B772	
A54L, A54R	N02 44.9 E101 42.2	B38M	
A61	N02 44.9 E101 42.1	B744	
EAST TERMINAL WEST (ETW)			
A3	N02 45.1 E101 42.2	B739	SAFEDOCK
A5, A7	N02 45.1 E101 42.2	B38M	SAFEDOCK
A9, A11	N02 45.1 E101 42.1	B38M	SAFEDOCK
A13	N02 45.0 E101 42.1	B38M	
EAST TERMINAL NORTH (ETN)			
B3	N02 45.3 E101 42.4	B738	SAFEDOCK
B5	N02 45.3 E101 42.4	B38M	SAFEDOCK
B7, B9, B11	N02 45.3 E101 42.5	B38M	SAFEDOCK
B13, B15	N02 45.3 E101 42.5	B38M	
B17	N02 45.3 E101 42.6	B38M	
B19, B21, B23	N02 45.4 E101 42.6	B38M	
B61L	N02 45.5 E101 42.7	B3XM	
B62	N02 45.4 E101 42.7	B744	
B62L, B62R	N02 45.4 E101 42.7	B38M	
B63	N02 45.4 E101 42.7	B744	
B63L, B63R	N02 45.4 E101 42.7	B38M	

PARKING STAND COORDINATES

STAND/BAY NO.	COORDINATES	CRITICAL ACFT STANDS	VDGS TYPE
EAST TERMINAL EAST (ETE)			
B2	N02 45.2 E101 42.4	B744	APIS++
B2L, B2R	N02 45.2 E101 42.4	B38M	APIS++
B4	N02 45.2 E101 42.4	B773	APIS++
B4L, B4R	N02 45.2 E101 42.4	B38M	APIS++
B6	N02 45.2 E101 42.5	B773	SAFEDOCK
B6L, B6R	N02 45.2 E101 42.5	B38M	SAFEDOCK
B8	N02 45.2 E101 42.5	B773	SAFEDOCK
B8L	N02 45.2 E101 42.5	B38M	SAFEDOCK
B8R	N02 45.3 E101 42.5	B38M	SAFEDOCK
B10	N02 45.3 E101 42.5	B773	SAFEDOCK
B10L, B10R	N02 45.3 E101 42.5	B38M	SAFEDOCK
B12	N02 45.3 E101 42.6	B3XM	
B14	N02 45.3 E101 42.6	B744	
B14L, B14R	N02 45.3 E101 42.6	B38M	
B16L	N02 45.3 E101 42.6	B38M	
B16	N02 45.3 E101 42.6	B773	
B16R	N02 45.4 E101 42.6	B38M	
B51	N02 45.1 E101 42.5	B772	
B51L, B51R	N02 45.1 E101 42.5	B38M	
B52	N02 45.1 E101 42.5	B772	
B52L, B52R	N02 45.1 E101 42.5	B38M	
B53L	N02 45.2 E101 42.6	B38M	
B53	N02 45.1 E101 42.6	B772	
B53R	N02 45.1 E101 42.5	B38M	
B54	N02 45.2 E101 42.6	B772	
B54L, B54R	N02 45.2 E101 42.6	B38M	

CHANGES: Parking stands capacity.

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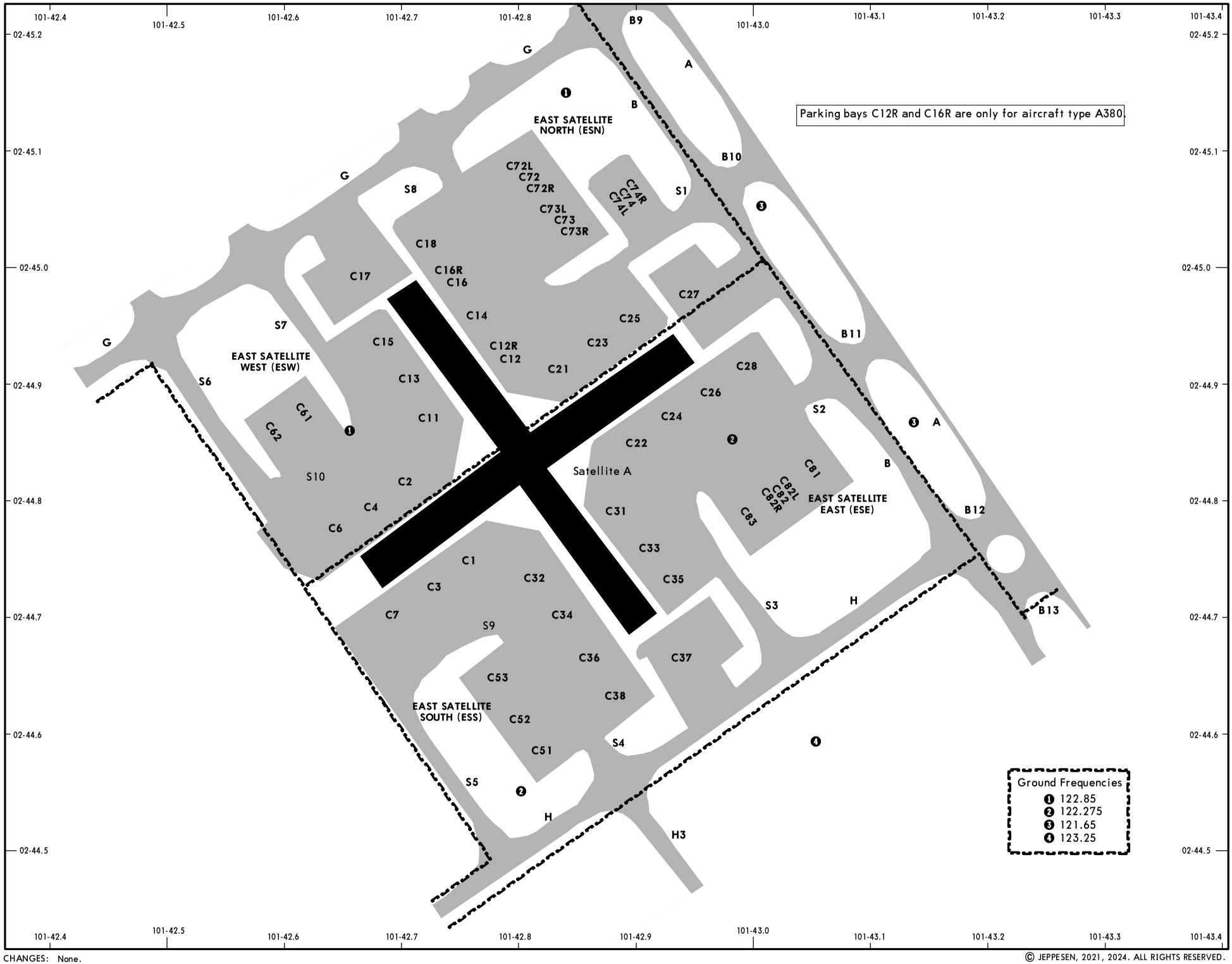

CHANGES: None.

PARKING STAND COORDINATES

STAND/BAY NO.	COORDINATES	CRITICAL ACFT STANDS	VDGS TYPE
EAST SATELLITE SOUTH (ESS)			
C1	N02 44.8 E101 42.8	B744	APIS++
C3	N02 44.8 E101 42.7	B744	APIS++
C7	N02 44.8 E101 42.7	B744	
C32	N02 44.8 E101 42.8	B744	APIS++
C34	N02 44.8 E101 42.9	B744	APIS++
C36	N02 44.7 E101 42.9	B744	APIS++
C38	N02 44.7 E101 42.9	B38M	
C51	N02 44.6 E101 42.8	B38M	
C52L	N02 44.6 E101 42.8	A321	
C52	N02 44.6 E101 42.8	B744	
C52R	N02 44.7 E101 42.8	A321	
C53	N02 44.7 E101 42.8	B744	
EAST SATELLITE WEST (ESW)			
C2	N02 44.9 E101 42.7	B744	APIS++
C4	N02 44.8 E101 42.7	B744	APIS++
C6	N02 44.8 E101 42.8	B763	APIS++
C11	N02 44.9 E101 42.7	B752	APIS++
C13	N02 45.0 E101 42.7	B752	APIS++
C15	N02 45.0 E101 42.7	B744	APIS++
C17	N02 45.0 E101 42.7	A388	APIS++
C61	N02 44.9 E101 42.6	B744	
C62	N02 44.9 E101 42.6	B752	
EAST SATELLITE NORTH (ESN)			
C12	N02 45.0 E101 42.8	B748	APIS++
C12R	N02 45.0 E101 42.8	A388	AIRPARK
C14	N02 45.0 E101 42.8	B744	APIS++
C16	N02 45.0 E101 42.7	B744	APIS++
C16R	N02 45.0 E101 42.7	A388	AIRPARK
C18	N02 45.1 E101 42.7	B38M	
C21, C23	N02 45.0 E101 42.9	B38M	APIS++
C25	N02 45.0 E101 42.9	B744	APIS++
C27	N02 45.0 E101 43.0	A388	APIS++
C72	N02 45.1 E101 42.8	A388	
C72L, C72R	N02 45.1 E101 42.8	B38M	
C73	N02 45.1 E101 42.9	A388	
C73L, C73R	N02 45.1 E101 42.9	B38M	
C74	N02 45.1 E101 42.9	A388	
C74L, C74R	N02 45.1 E101 42.9	B38M	

PARKING STAND COORDINATES

STAND/BAY NO.	COORDINATES	CRITICAL ACFT STANDS	VDGS TYPE
EAST SATELLITE EAST (ESE)			
C22, C24	N02 44.9 E101 42.9	B744	APIS++
C26	N02 45.0 E101 43.0	B744	APIS++
C28	N02 45.0 E101 43.0	B38M	
C31, C33	N02 44.8 E101 42.9	B752	APIS++
C35	N02 44.8 E101 42.9	B744	APIS++
C37	N02 44.7 E101 42.9	A388	APIS++
C81	N02 44.9 E101 43.1	B38M	
C82	N02 44.9 E101 43.0	B744	
C82L	N02 44.9 E101 43.0	B38M	
C82R	N02 44.9 E101 43.0	B83M	
C83	N02 44.8 E101 43.0	B744	

CHANGES: Parking stand C82R capacity.

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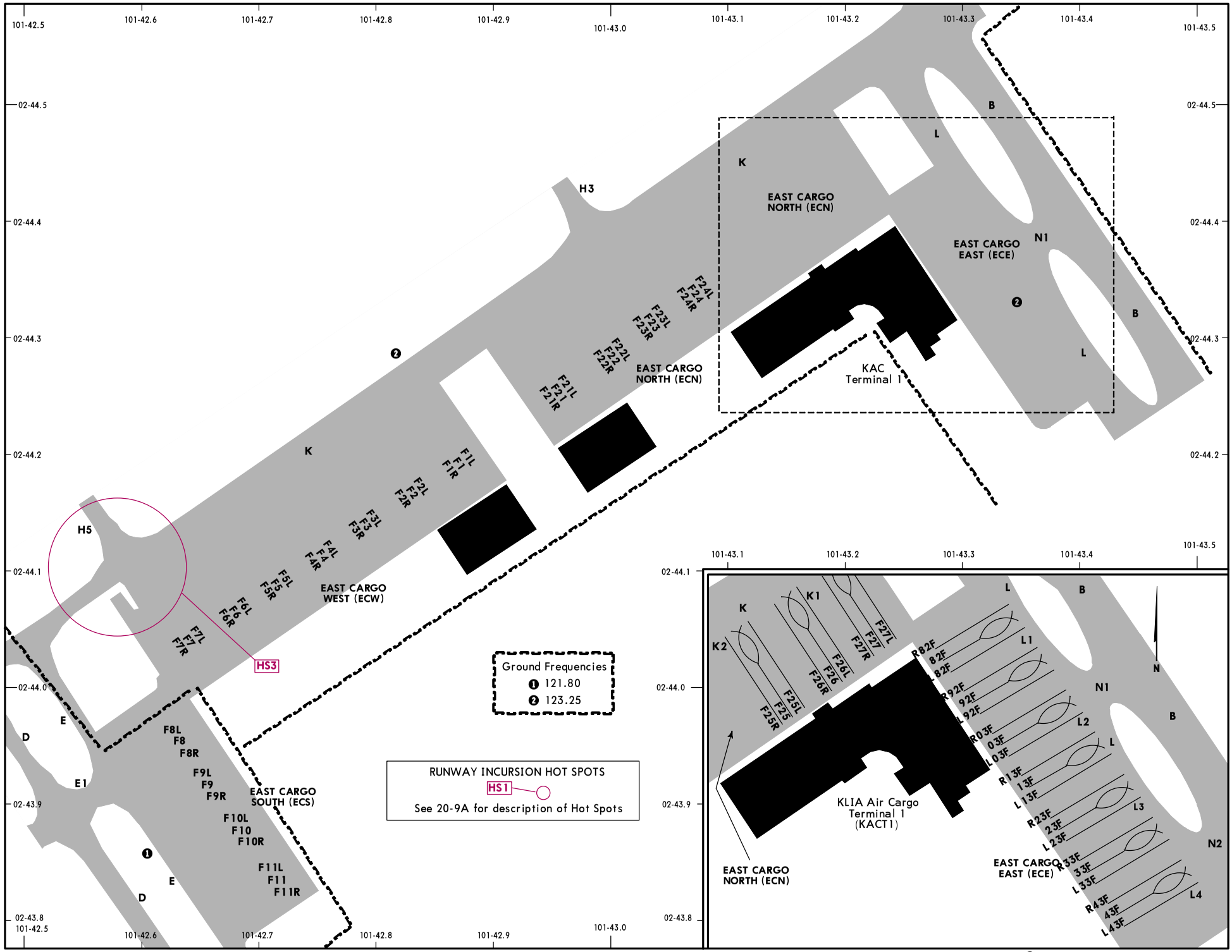

CHANGES: None.

PARKING STAND COORDINATES

STAND/BAY NO.	COORDINATES	CRITICAL ACFT STANDS
EAST CARGO WEST (ECW)		
F1L	N02 44.3 E101 42.9	B38M
F1	N02 44.3 E101 42.9	B748
F1R	N02 44.3 E101 42.8	B38M
F2	N02 44.3 E101 42.8	B748
F2L, F2R	N02 44.3 E101 42.8	B38M
F3	N02 44.2 E101 42.8	B748
F3L, F3R	N02 44.2 E101 42.8	B38M
F4	N02 44.2 E101 42.7	B748
F4L, F4R	N02 44.2 E101 42.7	B38M
F5	N02 44.2 E101 42.7	B748
F5L, F5R	N02 44.2 E101 42.7	B38M
F6L	N02 44.2 E101 42.7	B38M
F6	N02 44.2 E101 42.7	B748
F6R	N02 44.2 E101 42.6	B38M
F7	N02 44.1 E101 42.6	B748
F7L, F7R	N02 44.1 E101 42.6	B38M
EAST CARGO SOUTH (ECS)		
F8L	N02 44.1 E101 42.6	A321
F8	N02 44.1 E101 42.6	B748
F8R	N02 44.0 E101 42.6	A321
F9	N02 44.0 E101 42.6	B748
F9L, F9R	N02 44.0 E101 42.6	A321
F10L	N02 44.0 E101 42.6	A321
F10	N02 44.0 E101 42.7	B748
F10R	N02 44.0 E101 42.7	A321
F11	N02 43.9 E101 42.7	B748
F11L, F11R	N02 43.9 E101 42.7	A321
EAST CARGO NORTH (ECN)		
F21L	N02 44.4 E101 43.0	A321
F21	N02 44.4 E101 43.0	B744
F21R	N02 44.4 E101 42.9	A321
F22	N02 44.4 E101 43.0	B744
F22L, F22R	N02 44.4 E101 43.0	A321
F23	N02 44.4 E101 43.0	B744
F23L, F23R	N02 44.4 E101 43.0	A321
F24L	N02 44.5 E101 43.0	A321
F24	N02 44.4 E101 43.0	B744
F24R	N02 44.4 E101 43.0	A321
F25	N02 44.5 E101 43.1	B744
F25L, F25R	N02 44.5 E101 43.1	A321
F26	N02 44.5 E101 43.1	B744
F26L, F26R	N02 44.5 E101 43.1	A321
F27	N02 44.5 E101 43.2	A388
F27L	N02 44.5 E101 43.2	A321
F27R	N02 44.5 E101 43.2	B739

PARKING STAND COORDINATES

STAND/BAY NO.	COORDINATES	CRITICAL ACFT STANDS
EAST CARGO EAST (ECE)		
F28	N02 44.5 E101 43.3	B744
F28L, F28R	N02 44.5 E101 43.3	A321
F29	N02 44.5 E101 43.3	B744
F29L, F29R	N02 44.5 E101 43.3	A321
F30	N02 44.4 E101 43.3	B744
F30L, F30R	N02 44.4 E101 43.3	A321
F31	N02 44.4 E101 43.3	B744
F31L, F31R	N02 44.4 E101 43.3	A321
F32L	N02 44.3 E101 43.4	A321
F32	N02 44.3 E101 43.4	B744
F32R	N02 44.4 E101 43.4	A321
F33	N02 44.3 E101 43.4	B744
F33L, F33R	N02 44.3 E101 43.4	A321
F34	N02 44.3 E101 43.4	B744
F34L, F34R	N02 44.3 E101 43.4	A321

CHANGES: Parking stands capacity.

KUALA LUMPUR, MALAYSIA

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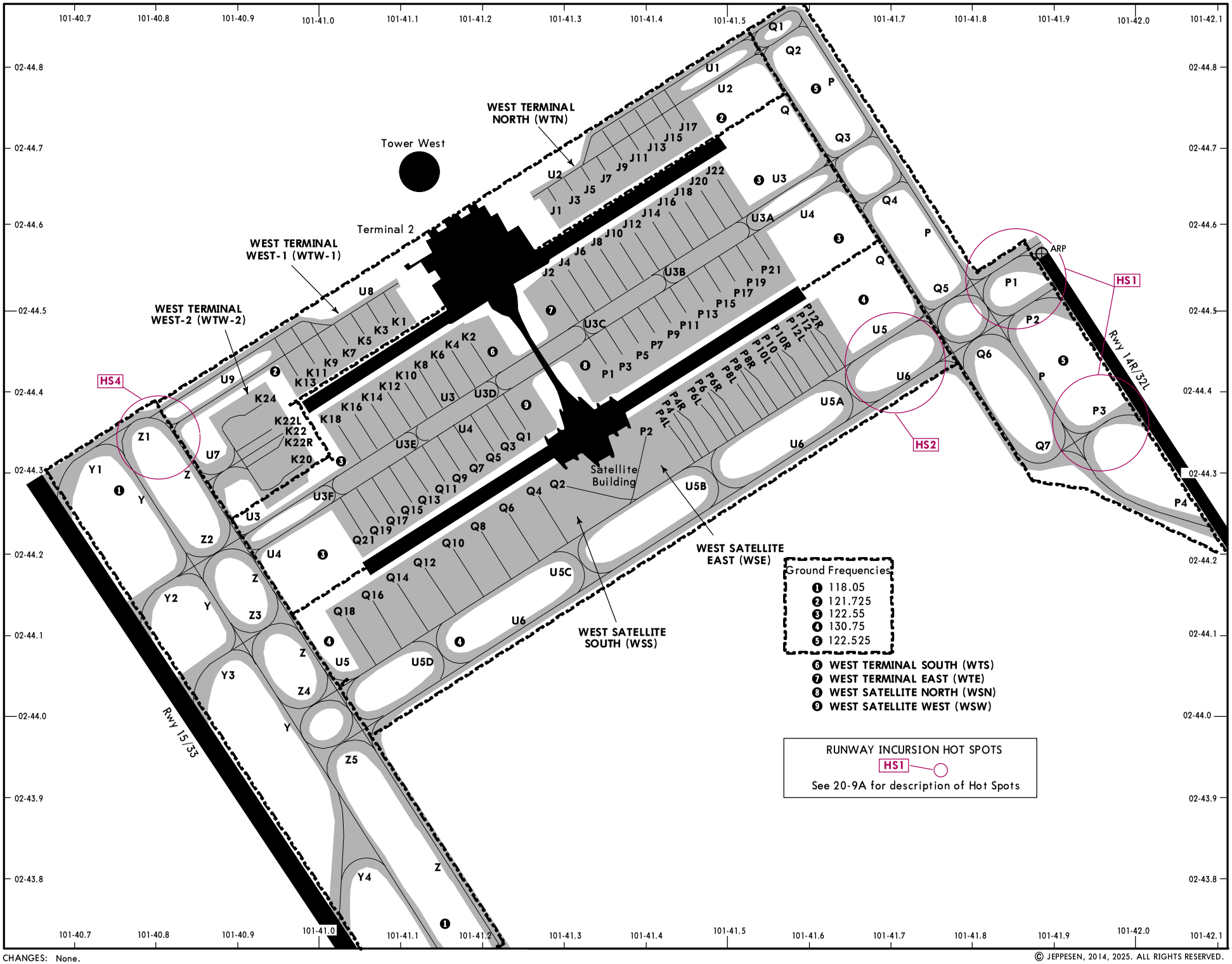

CHANGES: None.

PARKING STAND COORDINATES

STAND/BAY NO.	COORDINATES	CRITICAL ACFT STANDS	VDGS TYPE
WEST TERMINAL NORTH (WTN)			
J1, J3	N02 44.6 E101 41.3	A21N	RLG GIS206-2
J5, J7	N02 44.7 E101 41.3	A21N	RLG GIS206-2
J9, J11, J13	N02 44.7 E101 41.4	A21N	RLG GIS206-2
J15, J17	N02 44.7 E101 41.4	A21N	RLG GIS206-2
WEST TERMINAL EAST (WTE)			
J2	N02 44.6 E101 41.3	A21N	
J4, J6	N02 44.6 E101 41.3	A21N	RLG GIS206-2
J8, J10	N02 44.6 E101 41.3	A21N	RLG GIS206-2
J12, J14, J16	N02 44.6 E101 41.4	A21N	RLG GIS206-2
J18, J20	N02 44.7 E101 41.4	A21N	RLG GIS206-2
J22	N02 44.7 E101 41.5	A21N	RLG GIS206-2
WEST TERMINAL WEST-1 (WTW-1)			
K1, K3	N02 44.5 E101 41.1	A21N	RLG GIS206-2
K5, K7	N02 44.5 E101 41.0	A21N	RLG GIS206-2
K9, K11, K13	N02 44.4 E101 41.0	A21N	RLG GIS206-2
WEST TERMINAL SOUTH (WTS)			
K2	N02 44.5 E101 41.2	A21N	RLG GIS206-2
K4, K6	N02 44.5 E101 41.1	A21N	RLG GIS206-2
K8, K10, K12	N02 44.4 E101 41.1	A21N	RLG GIS206-2
K14, K16, K18	N02 44.4 E101 41.0	A21N	RLG GIS206-2
WEST TERMINAL WEST-2 (WTW-2)			
K20	N02 44.4 E101 41.0	B744	
K22L	N02 44.4 E101 40.9	A21N	RLG GIS206-2
K22	N02 44.4 E101 40.9	B744	RLG GIS206-2
K22R	N02 44.4 E101 41.0	A21N	RLG GIS206-2
K24	N02 44.4 E101 40.9	B744	
WEST SATELLITE NORTH (WSN)			
P1	N02 44.4 E101 41.3	A21N	RLG GIS206-2
P3	N02 44.4 E101 41.4	A21N	RLG GIS206-2
P5, P7, P9, P11	N02 44.5 E101 41.4	A21N	RLG GIS206-2
P13, P15, P17, P19	N02 44.5 E101 41.5	A21N	RLG GIS206-2
P21	N02 44.6 E101 41.5	A21N	RLG GIS206-2
WEST SATELLITE EAST (WSE)			
P2	N02 44.4 E101 41.4	B744	
P4	N02 44.4 E101 41.4	B744	RLG GIS206-2
P4L, P4R	N02 44.4 E101 41.4	A21N	RLG GIS206-2
P6	N02 44.4 E101 41.5	B744	RLG GIS206-2
P6L, P6R	N02 44.4 E101 41.5	A21N	RLG GIS206-2
P8L	N02 44.4 E101 41.5	A21N	RLG GIS206-2
P8	N02 44.5 E101 41.5	B744	RLG GIS206-2
P8R	N02 44.5 E101 41.5	A21N	RLG GIS206-2
P10	N02 44.5 E101 41.5	B744	RLG GIS206-2
P10L, P10R	N02 44.5 E101 41.5	A21N	RLG GIS206-2
P12	N02 44.4 E101 41.6	B744	RLG GIS206-2
P12L, P12R	N02 44.5 E101 41.6	A21N	RLG GIS206-2

PARKING STAND COORDINATES

STAND/BAY NO.	COORDINATES	CRITICAL ACFT STANDS	VDGS TYPE
WEST SATELLITE WEST (WSW)			
Q1	N02 44.4 E101 41.2	A21N	
Q3, Q5, Q7, Q9	N02 44.3 E101 41.2	A21N	RLG GIS206-2
Q11, Q13	N02 44.3 E101 41.1	A21N	RLG GIS206-2
Q15, Q17	N02 44.3 E101 41.1	A21N	RLG GIS206-2
Q19, Q21	N02 44.2 E101 41.1	A21N	RLG GIS206-2
WEST SATELLITE SOUTH (WSS)			
Q2	N02 44.3 E101 41.3	B744	
Q4	N02 44.3 E101 41.3	B744	RLG GIS206-2
Q6	N02 44.3 E101 41.2	B744	RLG GIS206-2
Q8, Q10	N02 44.2 E101 41.2	B744	RLG GIS206-2
Q12, Q14	N02 44.2 E101 41.1	B744	RLG GIS206-2
Q16	N02 44.2 E101 41.1	A333	
Q18	N02 44.1 E101 41.0	A333	

CHANGES: Parking stands capacity.

VISIBILITY CONDITION

1. General

1.1 There is 1 visibility condition under which the airport may be required to operate:

a.) Visibility Condition 1:
-Horizontal visibility sufficient for pilot to taxi and to avoid collision with other traffic on the taxiways and at intersections by visual reference, and for personnel of air traffic control units to exercise control over all traffic on the basis of visual surveillance; and
-The visibility shall not be less than 800m or 550m RVR.

1.2 Regulation of aircraft and vehicles shall be as follows:

a.) Air traffic control shall be responsible for the regulation of aircraft and vehicles with respect to other aircraft and the provision of essential traffic information on aircraft to pilots-in-command and drivers of vehicles to facilitate separation;

b.) Pilots-in-command shall be responsible for maintaining separation with other aircraft on the manoeuvring area, other than the runways;

c.) Drivers of vehicles shall be responsible for separation with aircraft and other vehicles.

1.3 When low visibility procedures are in operation, air traffic control will:

a.) Broadcast on the ATIS that low visibility procedures are in operation;

b.) Direct aircraft to use the full length of the runway or the last holding point available for departure (if full length is not available);

c.) Provide runway landing intervals of 6NM or more;

d.) Provide landing clearances no later than 2NM from touchdown;

e.) Provide pilot-in-command of every departing and landing aircraft with the current RVR reading for the relevant runway.

1.4 When low visibility procedures are in operation pilots-in-command shall:

a.) Ensure that after landing, the aircraft clears the LSA as soon as possible and report runway vacated;

b.) Be aware that any emergency conditions (brake fire etc.) may not be visible to the control tower or AFRS.

c.) Adjust aircraft taxiing speeds to ensure that they are able to comply with ATC instruction.

LOCAL TRAFFIC REGULATIONS

1. Aircraft Start Up and/or Push Back

1.1 The pilot-in-command of a departing aircraft shall contact LUMPUR DELIVERY for ATC clearance in accordance with A-CDM FLIGHT PROCEDURES (20-9K).

1.2 In order to reduce congestion at the holding points during peak hours, a procedure to regulate departures will be enforced. Departing aircraft may expect delay at start-up. Aircraft with ATC time restrictions will be afforded priority for start and push back.

1.3 All aircraft shall obtain approval from Air Traffic Control for engine start and/or push back.

1.4 Aircraft push back shall be onto a push back line (where present) or a taxilane. During aircraft push back, it shall be the responsibility of the pilot-in-command and aircraft marshaller to ensure that the area behind the aircraft is clear of vehicles and other objects.

1.5 In conducting a push back, the pilot-in-command shall ensure that the maneuver will align the aircraft with the directional flow of the published taxi route to the assigned runway unless instructed otherwise by Air Traffic Control.

1.6 When ATC intends to issue an alternative taxi route, the push back approval will specify a direction or an apron exit taxiway. The pilot-in-command shall ensure that the direction of push back enables the aircraft to taxi via the specified apron exit taxiway later.

1.7 During engine start, it shall be the responsibility of the pilot-in-command and aircraft marshaller to ensure that the aircraft is at the correct position for engine start and the area of the blast zone is clear during engine start.

1.8 It is prudent practice for aircraft to be pushed back from the parking stand before engine start. However, if required due to technical reasons, an engine start may be approved by Air Traffic Control whilst aircraft is at the parking stand. Such engine start shall not be above idle power. The pilot-in-command and aircraft marshaller are responsible for any damage(s) caused by the effects of the engine blast.

1.9 Power back at KL International Airport is not permitted.

1.10 Pilots are to switch on their aircraft transponder after a push back approval has been obtained from ATC. Pilots shall ensure that their aircraft transponder is operating (set XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or SDBY) and the assigned Mode A code selected.

1.11 If no transponder code is provided, the aircraft shall use the non-discrete code 1000.

2. Taxiing Routes - Departure and Arrival

2.1 Arriving and departing aircraft shall follow the published (standard) taxi routes described in the aerodrome ground movement charts as applicable, unless directed otherwise by ATC. The issuance by ATC of a taxi route to an aircraft does not relieve the pilot-in-command of the responsibility to maintain separation with other aircraft on the movement area or to comply with ATC directions intended to regulate aircraft on the maneuvering area.

2.2 For each aircraft apron, access and exit taxiways are defined and shown in the 20-6 series charts. In conducting engine start and push back, pilots-in-command should be aware that they will be required to proceed by an exit or access taxiway in accordance with the published taxi routes or as specified by ATC.

2.3 Taxiing clearance limits may be applied.

2.4 Any aircraft is strictly prohibited to hold at the intermediate holding position in front of the Rescue and Fire Fighting Services station as follows:
RFFS 1: Twy B between intersection B5 and intersection B8
RFFS 2: Twy D between intersection E2 and intersection D10
RFFS 3: Twy Z in front of Fire Station 3
This is to ensure unobstructed access from the RFFS Station for emergency vehicles such as fire trucks and rescue teams during emergencies.

3. Intersection Departures

3.1 Departing aircraft will normally be directed by ATC to use the full length of the runway for take-off. Pilots-in-command may request an intersection departure or ATC may propose an intersection departure to a pilot-in-command to resolve a particular runway or maneuvering area conflict. The final decision whether to make an intersection departure rests with the pilot-in-command.

LOCAL TRAFFIC REGULATIONS (CONTD)

4. Departure Regulation

4.1 In order to reduce congestion at the holding points during peak hours, a procedure to regulate departures will be enforced. Departing aircraft may expect delays at start-up. Aircraft with ATC time restrictions will be afforded priority for start.

4.2 The order in which aircraft are given take-off clearances will be determined on the basis of normal traffic priorities, the application of wake turbulence standard, separation standards and departure slot allocations and management. The order of departure may not be the order in which aircraft arrive at the departure queue.

5. MULTILATERATION SURVEILLANCE SYSTEM (MSS)

5.1 MULTILATERATION GROUND SYSTEMS WORKING PRINCIPLE

5.1.1 The ground systems consist of a number of Receiver units, Receiver/Transmitter units, a Reference Transponder (all non-rotating sensors) and a Central Processing Station. KLIA will have 53 remote sensors. The multilateration system uses multiple receivers to capture the transmissions from transponders. Then, by comparing the time difference, the system calculates the position. For the aircraft, the system will get the identity by selectively interrogating the transponder to receive the assigned Mode A code or the Aircraft Identification (The ICAO call sign used in flight shall be inserted in the FMS or Transponder Control Panel). The system will get the identity of vehicles by the unique Mode S address transmitted by the transponder. The system normally uses three or more receivers to calculate the position of an aircraft or transponder equipped vehicle.

5.2 FLIGHT CREW REQUIREMENTS

5.2.1 Pre-Push back/taxi

5.2.1.1 The pilot will be requested to enter a Mode A at start up (assigned Mode A code). This code will be either a discrete code or the non-discrete code 1000. Whenever the aircraft is capable of reporting Aircraft Identification, the identification of the aircraft should also be entered through the FMS or the Transponder Control Panel. Flight crew must use the 3-letter ICAO designator of the operator followed by the flight identification number (e.g. MAS123, AXM4567, MXD890, etc.) The ATC system will make the correlation with the flight plan (FPL) either from the discrete code or, when the non-discrete code 1000 is entered, or from the Aircraft Identification entered through the FMS or the Transponder Control Panel.
Pilots should ensure that the transponder is operating (set XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STDBY) and the assigned Mode A code selected from the request for push back or taxi, whichever is earlier.

5.2.2 After landing

5.2.2.1 Pilots should ensure that the transponder is operating (set XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STDBY) after landing continuously until the aircraft is fully parked on stand.

6. Crossing an unserviceable Stop Bar

6.1 Where a stop bar becomes unserviceable, and it is not possible to re-route an aircraft holding at the associated RHP, ATC will take one of the following actions:

a) Issue an instruction to the pilot to cross the lit stop bar. "Stop bar unserviceable, cross red stop bar, line up runway (designator)", or

b) Use a Follow-me Vehicle to guide the aircraft through the lit stop bar.

7. Aircraft Stand Allocation

7.1 Flight Operations Management (FOM), Malaysia Airports Sepang Sdn. Bhd. will allocate aircraft stands for all flights.

LOCAL TRAFFIC REGULATIONS (CONTD 1)

8. Helicopter Operations

8.1 All helicopter operations shall land at, and take off from the helipad.

8.2 All helicopter operations, inbound or outbound, of KLIA shall routes via the KLIA HELICOPTER ACCESS ROUTES as below:

a) Mantin (N02 49.5 E101 53.4) - 1000′ - Track 250°/070° -
- Salak (N02 46.4 E101 44.7) - KLIA

b) Semenyih (N02 57.0 E101 50.6) - 1000′ - Track 210°/030° -
- Salak (N02 46.4 E101 44.7) - KLIA

Hours of operation: HJ

Note:

1. These access routes are restricted to helicopter traffic having landing rights at KLIA.
2. Clearance limit inbound: Salak.

8.3 Pilots-in-command of helicopters wishing to depart from KL International Airport shall call the Lumpur Tower (118.8 MHz) for ATC clearance prior to commencing any taxiing movement. Clearance for take-off will be provided by Aerodrome Control. The take-off clearance may be accompanied by an initial tracking clearance to resolve airport traffic conflicts.

8.4 Pilots-in-command of arriving helicopters will be issued with tracking instruction to avoid aerodrome traffic conflicts and a clearance to the helipad.

8.5 After landing at the helipad, the pilot-in-command will be issued with a parking position within the vicinity of the helipad. The pilot-in-command shall taxi the aircraft to the parking position. Parking on the marked helipad landing area is not permitted.

9. Procedures for Towing of Aircraft

9.1 The pilot-in-command or Tow Master shall contact Lumpur Ground on the appropriate VHF frequency prior start-up or prior towing.

9.2 Due to Towers line of sight problem, the pilot-in-command or Tow Master shall be responsible for the separation with their aircraft and the other obstruction while taxiing or being towed. ATC will assign a discrete transponder code in order to give pilot/towing master as far as possible, information about other traffic.

9.3 Towing aircraft shall be escorted by follow-me vehicle when transponder and two way radio communication is unavailable.

LOCAL TRAFFIC REGULATIONS (CONTD 2)

10. Jet Blast Procedures

10.1 Jet Blast Procedures for KL International Airport are as follows:

Aircraft Stand	Standard Pushback Procedures	Non Standard Pushback Procedures
A3 and A5 B3 and B5	Aircraft to be pushed back and towed forward to breakaway point 328 ft (100m) from the blast fence before taxiing out. Engine start at the bay is prohibited. Engine start is only permitted at breakway point.	
A2, A2L,A2R, A4L and A4R	Aircraft to be pushed back and towed forward to breakaway point abeam aircraft stand A6 before taxiing out.	
B2, B2L, B2R, B4, B4L and B4R	Aircraft to be pushed back and towed forward to breakaway point abeam aircraft stand B6 before taxiing out.	
C2, C4, C6, C13 and C15	Wide body aircraft at aircraft stand C6 to be pushed back and towed forward to breakaway point abeam aircraft stand C4 before taxiing out. Wide body aircraft at aircraft stand C13 to be pushed back and towed forward to breakaway point abeam aircraft stand C15 before taxiing out.	Wide body aircraft at aircraft stand C2 and C4 to be pushed back and towed forward to breakaway point abeam aircraft stand C6 before taxiing out.
C3, C7, C7L, C7R, C34 and C36	Wide body aircraft at aircraft stand C34 and C36 to be pushed back and towed forward to breakaway point abeam aircraft stand C36 before taxiing out.	Wide body aircraft at aircraft stand C3 and C7 to be pushed back and towed forward to breakaway point abeam aircraft stand C7 before taxiing out.
C14, C16, C16R C23 and C25	Wide body aircraft at aircraft stand C23 and C25 to be pushed back and towed forward to breakaway point abeam aircraft stand C25 before taxiing out.	Wide body aircraft at aircraft stand C14 and C16 to be pushed back and towed forward to breakaway point abeam aircraft stand C16 before taxiing out.
C24, C26, C33 and C35	Wide body aircraft at aricraft stand C33 and C35 to be pushed back and towed forward to breakaway point abeam aircraft stand C35 before taxiing out.	Wide body aircraft at aircraft stand C24 and C26 to be pushed back and towed forward to breakaway point abeam aircraft stand C26 before taxiing out.
Cargo Stand	All wide body aircraft at cargo stand are to be pushed back and aligned on taxiway centerline before taxiing out.	Aircraft from aircraft stand F34 to push back and tow forward till abeam aircraft stand F32 before starting up as to avoid jet blast effect to the vehicle at the adjacent service road.

10.2 Aircraft stand B3

Aircraft have to tow in to aircraft stand B3 in the event of VDGS unserviceable to avoid aircraft jet blast during breakway on aircraft stand taxilane.

HIGH INTENSITY RUNWAY OPERATIONS

1. HIGH INTENSITY RUNWAY OPERATION (HIRO) PROCEDURES

1.1 During HIRO, all runways will be used with any two simultaneous departures and landings to optimise capacity. When HIRO is in force, ATC will inform all stakeholders via ATIS (Phrase: "High Intensity Runway Operation in force. Minimum Runway Occupancy Time Required") or via RTF.

2. ARRIVAL AIRCRAFT

2.1 The speed restriction of 250 KT below 10 000' is now applicable unless ATC issues the instruction "maintain high speed".

2.2 Pilot shall maintain speed 160 KT at 10 NM until 5 NM to touchdown.

2.3 Pilots shall adopt the following speeds when notified that the STAR is cancelled:

a) Under radar vectors:
i. 185 KT on turning to intercept the localizer;
ii. 160 KT from 10 NM until 5 NM to touchdown.

a) Own navigation to intercept the final approach track:
i. 185 KT 15 track miles from touchdown;
ii. 160 KT from 10 NM until 5 NM to touchdown.

2.4 Pilot shall utilise Rapid Exit Taxiways (RETs) to vacate the runway quickly and safely. Kuala Lumpur International Airport has designated RETs strategically located to facilitate rapid clearance.

2.5 During HIRO, pilots shall vacate the runway via the rapid exits and must vacate the landing runway within 60 seconds.

2.6 The runway occupancy time (ROT) is observed between the time aircraft overflies the runway threshold and the time it has vacated the runway.

Rwy	Aircraft type	Twy Exits (*Preferred Exit)	Distance to turn-off
14L	All	A06*	6775' (2065m)
		A07	8445' (2574m)
14R	All	C07*	6719' (2048m)
		C08	8202' (2500m)
15	All	Y06*	7159' (2182m)
		Y07	8635' (2632m)
32R	All	A05*	6791' (2070m)
		A04	8268' (2520m)
32L	All	C06*	6726' (2050m)
		C05	8225' (2507m)
		P04* (Aircraft to T2)	9941' (3030m)
33	All	Y05*	7152' (2180m)
		Y04	8629' (2630m)

2.6 Once vacated, aircraft are required not to stop on the Rapid Exit Taxiways (RETs) awaiting instructions from ATC but to proceed with taxiing according to the established procedures, unless otherwise instructed by ATC.

CHANGES: New chart.

HIGH INTENSITY RUNWAY OPERATIONS (CONTD)

3. DEPARTING AIRCRAFT

Take-off Run Available (TORA) following to the taxiway intersections:

Rwy	Twy Intersection	TORA
14L	THRESHOLD	13,186′ (4019m)
	A02	11,824′ (3604m)
	A03	9291′ (2832m)
	A04	8268′ (2520m)
14R	THRESHOLD	13,123′ (4000m)
	C02	12,753′ (3887m)
	P02	12,595′ (3839m)
	C03	11,699′ (3566m)
	P03	11,545′ (3519m)
	C04	9525′ (2820m)
15	THRESHOLD	12,992′ (3960m)
	Y02	11,499′ (3505m)
	Y03	11,155′ (3400m)
	Y04	8629′ (2630m)
32R	THRESHOLD	13,186′ (4019m)
	A10	12,972′ (3954m)
	A09	11,923′ (3634m)
	A08	9472′ (2887m)
32L	THRESHOLD	13,123′ (4000m)
	C10	11,762′ (3585m)
	C09	9226′ (2812m)
	C08	8202′ (2500m)
33	THRESHOLD	12,992′ (3960m)
	Y08	12,556′ (3827m)
	Y07	8635′ (2632m)

4. LIMITATION OF HIRO

4.1 HIRO is not applicable during:

a) Adverse weather condition;

b) When the runway condition is not dry and poor runway braking action;

c) When there is a closure on RET;

d) Unserviceable of visual aids;

e) Congested taxiway or apron areas;

f) Low visibility conditions; and

g) Emergency situations (HIRO may be suspended to prioritise safety and allow for emergency response actions).

FLIGHT PROCEDURES

1. General

1.1 All operations into and out of KL International Airports shall be in accordance with the Instrument Flight Rules. Helicopter flights to and from KL International Airport may be in accordance with the Visual Flight Rules.

2. Airport Collaborative Decision Making (A-CDM) Operations

2.1 Airport-CDM is a harmonized method for handling an optimal turn-around process. It covers the period of time between the estimated off-block time (EOBT) minus 2 hours until take-off. It is a continuous process from flight planning (ATC flight plan) to landing and the subsequent turn-around process on the ground until the next take-off. The improved quality of the inbound and outbound information is used to optimize the process chain from arrival to departure.

2.2 All commercial flights are obliged to follow the A-CDM operational trial procedure, except military, medical, VVIP, and state flights.

2.3 Definition of terms commonly used on A-CDM

a) Target Off Block Time (TOBT) - The time an AO or GHA committed that an aircraft targeted to be ready, all doors closed, boarding bridge removed, pushback vehicle available, and ready to start-up / pushback immediately upon reception of clearance from ATC.

b) Target Start-Up Approval Time (TSAT) - The time provided by ATC that an aircraft can expect start-up / push back approval.

c) Calculated Take-Off Time (CTOT) - A time calculated as a result of tactical slot allocation at which a flight is expected to become airborne.

2.4 A-CDM Operations Procedure

2.4.1 TOBT Procedure

The airline operator (AO) is responsible for providing the TOBT for each flight. The AO may delegate the TOBT responsible person to the ground handler.
TOBT shall be updated whenever operational changes result into a change of more than +/- 5 minutes from the previous TOBT.
TOBT shall be updated with the use of the following system/application:

a) A-CDM AOE Mobile
b) ACIP Native App

TOBT - 40 minutes, only three changes are allowed to be made to the TOBT. In the event further changes need to be made to the TOBT after the third entry, the TOBT must be deleted and the new TOBT needs to be entered.

2.4.2 A-CDM ATC/Airways Clearance Procedure

Pilots shall request for ATC/airways clearance as following:

a) For flights to domestic destinations within Peninsular Malaysia including flight to Singapore, pilot in command may initiate the call for ATC clearance from Lumpur Delivery at TSAT -5 minutes.

b) For flights to destinations beyond KUL FIR, pilots in command may initiate the call for ATC clearance from Lumpur Delivery at TSAT -10 minutes.

c) Eastbound departures planned along the following ATS route segments can obtain an ATC clearance from Lumpur Delivery at TSAT -30 minutes:

i. M771 - DUDIS
ii. L625 - AKMON
iii. N884 - LAXOR

Air Traffic Control will update TSAT changes if any, during issuance of ATC/Airways Clearance. The TSAT displayed on the ramp display may not be final and can be revised due to en-route clearance restrictions, ground congestion or flow measures.

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FLIGHT PROCEDURES (contd.1)

2.4.3 A-CDM Start-Up Request Procedure

The pilots-in-command of all aircraft require clearance from air traffic control for both engine start-up and pushback. All departing aircraft shall contact LUMPUR GROUND for start-up approval at TSAT -/+ 5 minute.

The pilots-in-command of all aircraft may request Start-up clearance from air traffic control for engine start-up and pushback earliest at TSAT -5 minutes but not later than TSAT +5 minutes from LUMPUR GROUND. If the pilot-in-command cannot request start up within the TSAT +/-5 minutes time window a new TSAT needs to be requested and issued via a TOBT update.

An early pushback outside from TSAT window shall not be allowed.

In the event a flight is unable to pushback by TSAT + 5 minutes due to flight constraints, the ATC clearance and the TSAT will be cancelled. Pilot shall update the new TOBT in order to get a new TSAT before requesting a fresh ATC/Airways clearance.

Non-compliance with the initial TSAT may result in an aircraft losing its existing position in the DMAN sequence. Delay can be expected as a result of re-sequencing based on new TOBT input.

In case of delay in pushback due to ground traffic movement or ATC clearance restrictions, the ATC clearance will remain valid even if it exceeds TSAT + 5 minutes. TOBT need not be updated for such cases.

TSAT information will be displayed on the following:

a) A-CDM Ramp Display
b) A-CDM Web-based application
c) A-CDM Mobile Application

2.5 Non A-CDM Procedure

2.5.1 Non A-CDM operations shall be performed in case of unavailability or maintenance of ACIP or any unforeseen situation that may result in TOBT unable to be submitted or TSAT cannot be provided.

2.5.2 During the period of Non A-CDM Operation, pilots shall request for ATC clearance when the aircraft is ready for pushback. ATC will then issue start-up/pushback clearance on a first-come-first-serve basis.

3. Aerodrome Control and Apron Services

3.1 Aerodrome control services at KL International Airport are provided by air traffic control from Tower East, Tower West and Apron Control Tower. Regulation of aircraft movement within the aprons are provided:

a) From Tower East for Aprons ETN, ETS, ETE, ETW, ESW, ESN and ECS
b) From Tower West for Aprons WTN, WTS, WTE, WTW, WSN, WSS, WSE and WSW
c) From Apron Control Tower for Aprons ESE, ESS, ECE, ECN and ECW

3.2 Aerodrome control services at KL International Airport are provided for all runways, taxiways, designated apron taxiways and aircraft stand taxilane.

3.3 On runways and designated taxiways ATC controls and regulates:

a) Aircraft with respect to other aircraft, vehicles and obstructions;
b) Vehicles with respect to aircraft.

3.4 On apron taxiways and aircraft stand taxilane, and other designated parts of the movement area, ATC regulates aircraft with respect to other aircraft and fixed obstructions. ATC does not provide regulation or control of aircraft with respect to vehicles or people movement on this area.

3.5 The pilot-in-command and aircraft marshallers shall be responsible for the safety of aircraft with respect to all vehicles during push back, engine start up and taxiing. Prior to, and during engine start up, the pilot-in-command and aircraft marshallers shall be responsible to ensure that the aircraft is towed to the correct position for engine start and that the appropriate blast zone behind an aircraft is clear during engine start up.

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FLIGHT PROCEDURES (contd.2)

4. Communication Services

4.1 On the movement area, all communications between air traffic control and pilots and between air traffic control and drivers of vehicles is on VHF. The functions and associated VHF frequencies are indicated in para WMKK AD 2.18. ATS COMMUNICATIONS FACILITIES.

5. Approach and Departure Procedures

5.1 Departing Aircraft

5.1.1 If the SID has been cancelled and replaces with a Radar Departure:
ATC: "...callsign, recleared on Sepang (...) Departure"
If a pilot is to fly a radar heading after airborne:
ATC: "callsign, fly heading.../maintain runway heading. Climb to... FT. Runway ....., cleared for take-off"

5.1.2 Contact "Lumpur Radar" after airborne as soon as practicable before passing 2000' on frequency 135.25 MHz.

5.1.2.1 If the departure frequency is different from the standard in para 5.1.2:
"...callsign, departure frequency (...), Runway (designator), cleared for take off..."

5.1.2.2 On the first contact with Approach after becoming airborne, advise the SID/RD identifier or assigned heading, the last level vacated to the nearest 100' and the assigned altitude.
Examples:
If the aircraft is on SID or RD:
"...callsign, ..KIMAT ONE CHARLIE Departure, leaving one thousand seven hundred, climbing to six thousand..."
If the aircraft is on assigned heading:
"...callsign, ..on heading (...), leaving one thousand seven hundred, climbing to six thousand..."

5.1.3 Immediate Take-off Clearance

5.1.3.1 A pilot receiving the ATC instruction "cleared for immediate take-off" is required to act as follows:
a.) If not yet lined up on the runway, line up and begin take-off run without stopping the aircraft;
b.) if already lined up on the runway, take-off without delay;
c.) if unable to comply with the instruction, inform ATC immediately.

5.1.4 Wake turbulence waiver

5.1.4.1 Pilots-in-command of departing aircraft may choose to commence take-off without the applicable wake turbulence standard being applied. In this event the following conditions will apply:
a.) The pilot shall expressly initiate the request for waiver using the phraseology: "callsign...request wake turbulence waiver..."
b.) Waiver on the wake turbulence standard shall apply in VMC by day;
c.) The waiver shall not apply to a LIGHT or MEDIUM aircraft taking off behind a HEAVY aircraft take-off, if the take-off by LIGHT or MEDIUM aircraft is commenced from a point more than 150 metres along the runway in the direction of take-off, from the ccommencement point of the HEAVY aircraft take-off.

5.1.4.2 When a pilot-in-command requests for a wake turbulence waiver, the pilot acknowledges that ATC will no longer be responsible for the application of wake turbulence separation standards to that specific flight operation.

5.2 Landing Aircraft

5.2.1 A succeeding aircraft may be cleared to land before the preceding landing aircraft which has landed or before the preceding departing aircraft which has commenced take-off run, is clear of the runway-in-use provided the following conditions are met:
a.) In VMC;
b.) ATC must have reasonable assurance that the appropriate separation will exist when the succeeding aircraft crosses the runway threshold;
c.) when issuing a landing clearance following the application of the above procedures, ATC will issue the following aircraft with the instruction below:
"Preceding (aircraft type) vacating runway via (taxiway designator), surface wind...Runway (designator) cleared to land,..."
"Preceding (aircraft type) is rolling for departure, surface wind... Runway (designator), cleared to land,..."

5.2.2 After landing flight crew requirement: pilot should ensure that the transponder is operating (set XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STDBY) after landing continuously until the aircraft is fully parked on stand.

5.3 Missed Approach Procedures

5.3.1 When a pilot-in-command executes a "go around", he shall comply with the published missed approach procedure for the runway unless given a specific alternate missed approach procedure by air traffic control. If the aircraft performance or weather conditions preclude the pilot-in-command from complying with this requirement he shall advise air traffic control immediately.

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FLIGHT PROCEDURES (contd.3)

5.4 Height Restrictions (Arriving Aircraft)

5.4.1 As part of Air Traffic Flow Management measures to regulate arrivals into WMKK. The following height restrictions shall be observed:

PUGER - FL310 or Below
NIREN - FL270 or Below
KAKAK - FL270 or Below
PULIP - FL250 or Below
SAROX - FL230 or Below
GUPTA - FL230 or Below
SALAX - FL220 or Below

5.5 Speed Restrictions (Arriving Aircraft)

5.5.1 FLOW management is used to regulate traffic destined to KLIA. The flow control sequencing action, as described in AIP ENR 1.9-1, may include:

a) speed control;
b) radar vectoring; and
c) holding.

5.5.2 The speed restriction of 250 KIAS below 10,000′ is now applicable unless ATC issues the instruction "maintain high speed".

5.5.3 Pilot cleared to proceed on RNP 1 STAR and published IAP shall comply with speed restriction reported on applicable coding table.

5.5.4 Pilot shall maintain speed 160KT IAS at 10NM untill 5NM to touchdown.

5.5.5 Speed limitation points when STAR is cancelled

5.5.5.1 Pilots shall adopt the following speeds when notified that the STAR is cancelled:

a.) Under radar vectors:
-250 KIAS on passing 10,000′;
-220 KIAS on turning base;
-185 KIAS on turning to intercept the localizer;
-160 KIAS from 10NM until 5NM to touchdown.

b.) Own navigation to intercept the final approach track:
-250 KIAS on passing 10,000′;
-220 KIAS 20 track miles from touchdown;
-185 KIAS 15 track miles from touchdown;
-160 KIAS from 10NM until 5NM to touchdown.

5.5.5.2 ATC may issue other speeds to achieve a more accurate spacing, e.g. 220 KIAS prior to base turn.

5.5.6 Cancellation Of Speed Restrictions

5.5.6.1 Pilots need not adopt the speed restrictions at the speed limitation points when they are issued a "No ATC Speed Restriction" clearance by ATC.

6. Hazardous Weather Warning

6.1 Pilots will be advised when there are reported occurences of microburst or wind shear These alerts will be in the following form:

a) Runway designation;
b) Arrival or Departure;
c) Type of alert (microburst or wind shear);
d) Quantified headwind loss or gain;
e) Location of alert, in nautical miles, on final approach or departure path.

Example "...callsign...Runway 14L, arrival, microburst alert, headwind loss 40 knots, 2 miles final."

7. Runway Operations

7.1 Modes of Operation

7.1.1 The preferred runway mode of operations will be:

a.) Runway 32R for departures, Runway 32L for arrivals and Runway 33 for Mixed Mode;
b.) Runway 14R for departures, Runway 14L for arrivals and Runwy 15 for Mixed Mode.

7.2 Simultaneous Parallel Runway Operations

7.2.1 General

7.2.2 In KL International Airport simultaneous parallel runway operations are in use, both for departures and for arrivals. SPD - simulataneous parallel departures can be conducted from combination of any two of the three parallel instrument runways or all the three runways at one time. SPA - simultaneous parallel arrivals according to the traffic imbalance or to mode of operations, can be conducted as Dependent Parallel Approaches or Independent Parallel Approaches.

7.3 Dependent Parallel Approaches - DPA

7.3.1 DPA are simultaneous approaches to parallel or near-parallel instrument runways where radar separation minima between aircraft on adjacent extended runway center lines are prescribed.

7.3.2 DPA are subject to coordination between Lumpur ATCC and Lumpur TWRs and shall be notified to pilots via ATIS.

7.3.3 During Parallel approaches "Visual Approach/Side Step" on the adjacent runway shall be avoided.

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FLIGHT PROCEDURES (contd.4)

7.4 Independent Parallel Approaches - IPA

7.4.1 IPA are simultaneous approaches to parallel or near-parallel instrument runways where radar separation minima between aircraft on adjacent extended runway center lines are not prescribed.

7.4.2 IPA are subject to coordination between Lumpur ATCC and Lumpur TWRs and shall be notified to pilots via ATIS.

7.4.3 During the execution of parallel approaches "Visual Approach/Side Step" on the adjacent runway shall be avoided.

7.4.4 Normal Operating Zone (NOZ): Airspace of defined dimensions extending to either side of an ILS localizer course and/or MLS final approach track. Only the inner half of the normal operating zone is taken into account in independent parallel approaches.

7.4.5 No Transgression Zone (NTZ): In the context of independent parallel approaches, a corridor or airspace of defined dimensions located centrally between the two extended runway center lines, where a penetration by an aircraft requires an ATCO intervention to manoeuvre any threatened aircraft on the adjacent approach.

7.5 RNAV (GNSS) and RNAV (RNP) Simultaneous Independent Parallel Approaches.

7.5.1 RNAV (GNSS) and RNAV (RNP) for Simultaneous Independent Parallel Approaches are as follows:

1. RNAV (GNSS) Rwy 14L
2. RNAV (GNSS) Rwy 14R
3. RNAV (GNSS) Rwy 15
4. RNAV (GNSS) Rwy 32L
5. RNAV (GNSS) Rwy 32R
6. RNAV (GNSS) Rwy 33

7.5.2 Pilots shall monitor WMKK Computer Automated Terminal Information Service (CATIS) (Arrival) for the expected instrument approach.

7.5.3 Operators are responsible to obtain the GNSS receiver autonomous integrity monitoring (RAIM) prediction associated with GNSS availability or its unavailability. Civil Aviation Authority of Malaysia (CAAM) would not be providing this service.

7.5.4 Pilots should notify ATC of any degradation of the RAIM data signal or being unable to perform the RNAV approach.

7.6 Break-Out Manoeuvres

7.6.1 If any aircraft is committing a NTZ infringement, the ATCO supervising the adjacent approach has to provide a break-out instruction to the aircraft under his responsibility to protect it from the threat. Break-out manoeuvres consist of heading and altitude instruction issued by a radar approach controller.

7.7 Override

7.7.1 The ATCO supervising the approach when in condition to issue a break-out manoeuvre because of the infringement of the NTZ from the adjacent approach path will override the relevant Tower frequency.

8. Runway Crossing

8.1 General

8.1.1 Kuala Lumpur International Airport (KLIA) is divided in two parts:

a) KLIA1: the area between RWY 32R/14L and RWY 32L/14R (inclusive)

b) klia2: the area west of RWY 32L/14R until RWY 33/15

8.2 Procedures

8.2.1 An aircraft intending to cross Rwy 14R/32L will be instructed by Lumpur Ground to taxi to a RHP and hold short of Rwy, where it will be instructed to contact Lumpur Tower to obtain a crossing clearance and any other instructions.

8.2.2 Stop bars will be switched off at the time crossing clearance is issued.

8.2.3 Once runway crossing is completed, the aircraft will be instructed to contact Lumpur Ground in order to receive further taxi instructions.

8.2.4 ATC may issue a clearance to land if the controller has reasonable assurance that the aircraft crossing the runway can vacate before the arriving aircraft overflies the threshold of that runway.

8.3 Restriction

8.3.1 Crossing a runway on single engine taxi is not permitted.

8.4 Interference to ILS Signals

8.4.1 Rwy 14R: Interference to the Glide Slope signal may occur during a runway crossing via Twy P1 (GP sensitive area infringed) and Twy P2 (GP critical and sensitive area infringed).

8.4.2 Rwy 32L: Interference to the LOC signal may occur during a runway crossing or when a large aircraft vacates the runway beyond exit taxiway.

8.4.3 Pilots should anticipate the possibility of these interferences and be prepared to take immediate appropriate action during their approach to land.

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FLIGHT PROCEDURES (contd. 5)

9. RNAV STAR (SHORT STAR)

9.1 RNAV STAR:

1. RNAV (GNSS) STAR Rwy 14L, 14R & 15.
2. RNAV (GNSS) STAR Rwy 32R, 32L & 33.

will only be available for flight planning during certain period of the day. However, the utilization of these STAR shall be determined by ATC subject to operational requirement.

The available slot time of short STARs are shown as per table below.

NO	TIME (UTC)
1	0000 - 0100
2	0100 - 0200
3	1600 - 1700
4	1700 - 1800
5	2100 - 2200

AUTOMATED GUIDE-IN SYSTEM DOCKING PROCEDURES

1. INTRODUCTION

1.1 The RLG GIS206-2 Automated Guide-In System is a fully automatic aircraft docking guidance system for various types of modern aircraft installed at the fixed gates of the klia2 Terminal KL International Airport, Sepang.

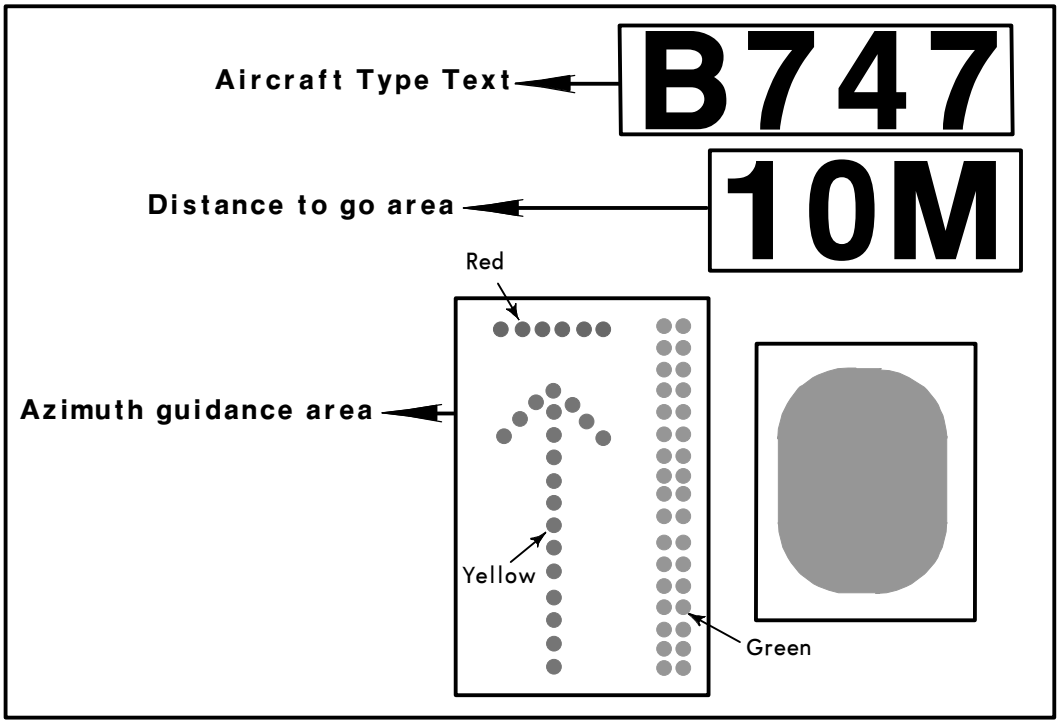
2. DESCRIPTION OF SYSTEM

2.1 The RLG GIS206-2 Laser Guided Docking System utilizes 2-axis laser scanning technique to track both the lateral and longitudinal positions of the incoming aircraft. This 3-D approach allows the system to identify the incoming aircraft and check it against the one selected by the operator. If the incoming aircraft fails to match the expected aircraft, an '**NO ID**' indication is immediately issued to both the pilot and the co-pilot.

2.2 Aircraft type, continuous closing distance, and azimuth guidance, etc, are presented on a single console clearly visible to both the pilot and co-pilot, simultaneously. Figure A shows the Aircraft Display console, mounted on the terminal in front of the aircraft stand.

2.3 The system is operated only in the automatic mode. When the system fails, the aircraft must then be marshalled into the stand manually.

Figure A: In this picture the aircraft is at 10 Metres and is on the centre line.



(Cont. on next page)

AUTOMATED GUIDE-IN SYSTEM DOCKING PROCEDURES (contd.)

3. DOCKING PROCEDURES

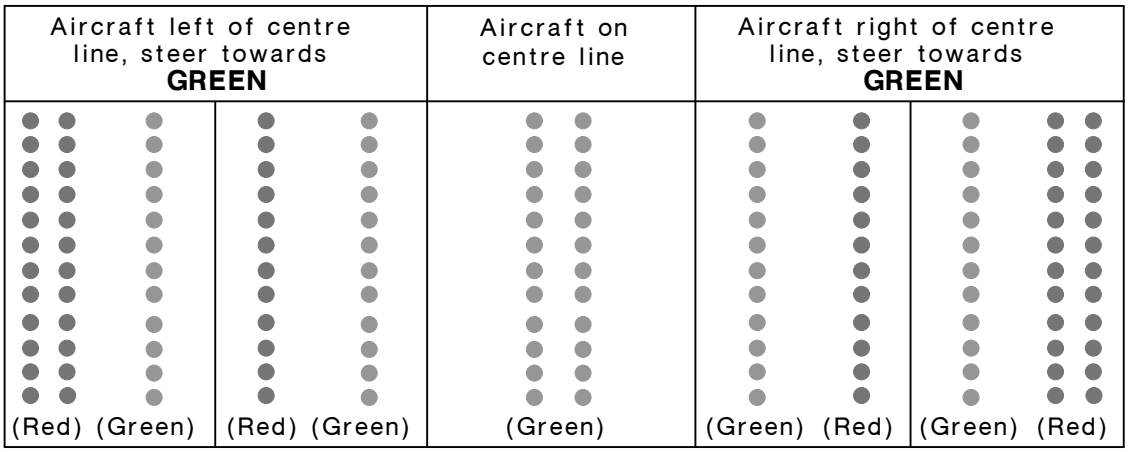
3.1 Pilot must stop the aircraft immediately if he or she sees that:
a) The docking system is not activated.
b) A wrong type of aircraft indicates '**NO ID**' is displayed.
c) The word **STOP** is displayed.

3.2 Confirm that the correct aircraft type is displayed. Proceed slowly forward.

3.3 Look at the azimuth guidance bars at the lower centre of the display, and interpret the guidance as shown, always steering to the green.

3.4 When the aircraft is approaching approximately 40 metres from the stop position, closing information will start to display. The display information below the aircraft type is the digital readout of the close-in distance, in 1m decimal place decrement from 40-5 metres, and in 0.1m decrement below 5 metres. The close-in distance is also displayed in the form of a progress meter (Arrow Pointer), at the lower left corner of the display console. The progress arrow starts to activate approximately at 40 metres, moving forward at 2.5 metres decrement, and will reach the red target line at the stop position.

3.5 During the docking process, the user shall confirm that the correct aircraft type is displayed on the LED Display Console and proceed slowly forward to the terminal gate.



Display guide shows the azimuth guidance bars at the lower center of the VDGS LED Display Console.
CAUTION: Always steer and follow the GREEN AZIMUTH CENTER BAR.

3.6 When the correct position is reached, the digital readout will display the word **STOP**, in red. The progress meter will indicate the merging of the arrow and the target line.

3.7 If the aircraft stops at the correct position, the word "**OK**" will be displayed after a few seconds, then the entire display will turn off, indicating the completion of the docking sequence.

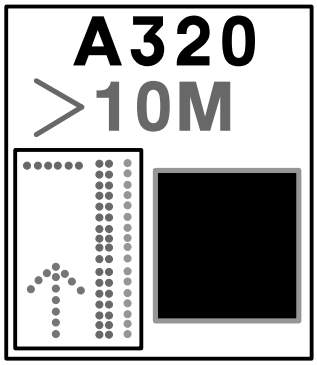
3.8 If the aircraft overshoots, the word "**2FAR**" will be displayed.

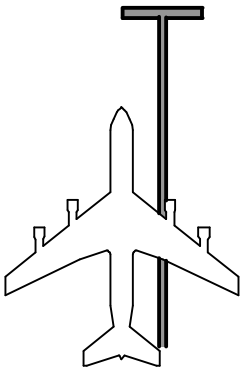
(Cont. on next page)

CHANGES: Point 3.9 deleted.

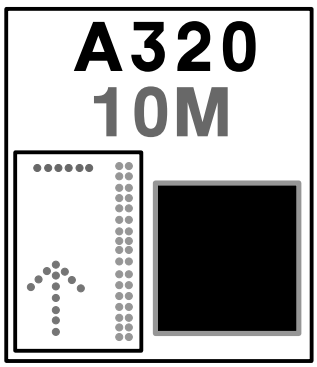
AUTOMATED GUIDE-IN SYSTEM DOCKING PROCEDURES (contd.)

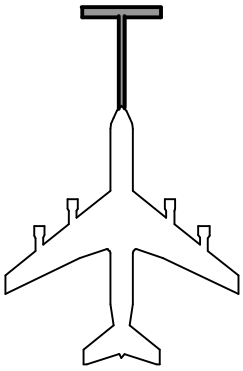
3.9 VISUAL DOCKING GUIDANCE SYSTEM DOCKING PROCEDURES AT KLIA2 TERMINAL.



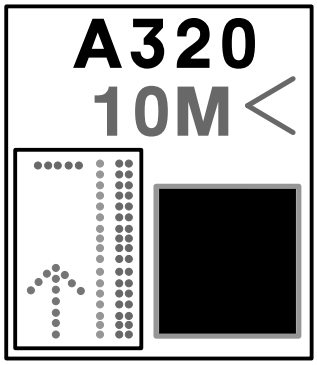


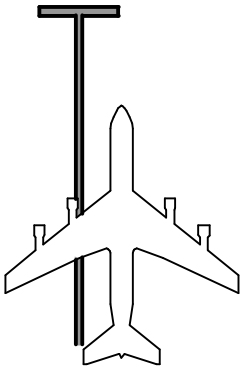
If red light bar appears on the left side of the green light bar, the aircraft is off centre line to left. It should be moved rightwards.





Green light bar illuminates, the aircraft is on centre line. Keep straight ahead.





If red light bar appears on the right side of the green light bar, the aircraft is off centre line to right. It should be moved leftwards.

Azimuth guidance status on the LED Display Console indicating the aircraft azimuth position when an aircraft approaching to the terminal gate. Red arrow (blinking) instructing the pilot to move/ re-center back accordingly.

3.10 SAFETY MEASURES

3.10.1 Pilot must stop the aircraft immediately if he or she sees that:

a) The docking system is not activated.
b) A wrong type of aircraft shows **'NO ID'** is displayed.
c) The word **STOP** is displayed.

3.10.2 When using the automated docking system, the pilot must taxi into the aircraft stand at minimum speed. The system will display **"SLOW"** if the aircraft taxi speed is too fast for reliable detection.

3.10.3 To avoid overshoot, the pilot is advised to approach the stop position slowly and observe the closing rate information displayed. Closing information is displayed both as digital readout and in the form of progress meter. Pilot must stop the aircraft immediately when seeing the **"STOP"** indication or when signaled by the marshaller.

3.10.4 The system will indicate any overshoot by displaying **"2 FAR".**

VISUAL DOCKING GUIDANCE SYSTEMS PROCEDURES KLIA TERMINAL

1. VDGS AIRPARK

1.1 Aircraft Stand: C12R and C16R.

1.2 Pilot instructions:
Azimuth Guidance and Stop Information provided from a Display Unit mounted in the extension of the stand centerline in front of the cockpit. The Azimuth Guidance is aligned for the pilot occupying the left seat.

a) Follow taxi-in line and watch the display unit.

b) Check that correct stand number is displayed and the azimuth guidance unit is illuminated and the green light is on.

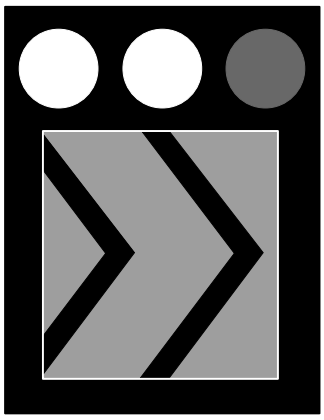
c) When green light is on, it is clear to enter the stand area.

d) Follow the directions from the azimuth guidance unit.

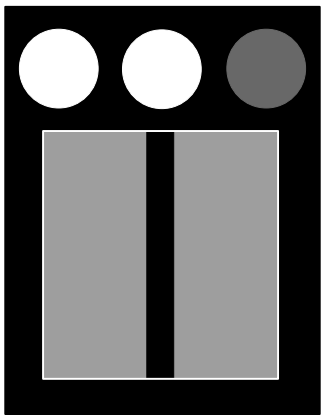
e) When the Stop indicator is changing from green to yellow, take caution and slow down speed (approximately 5m remain to stop position).

f) When the Stop indicator is displaying red light (approximately 30-60cm from stop position), bring the aircraft to a complete STOP.

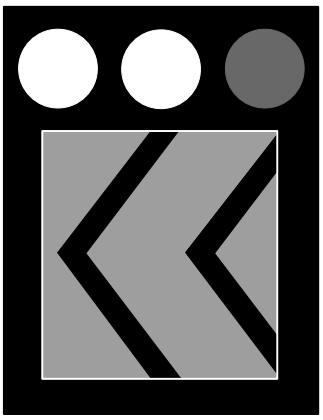
In the event that the red light is on or system is black, DO NOT ENTER THE STAND.



Steer right



On centerline



Steer left

CHANGES: Paragraph 1.1.

VISUAL DOCKING GUIDANCE SYSTEMS PROCEDURES KLIA TERMINAL (contd.)

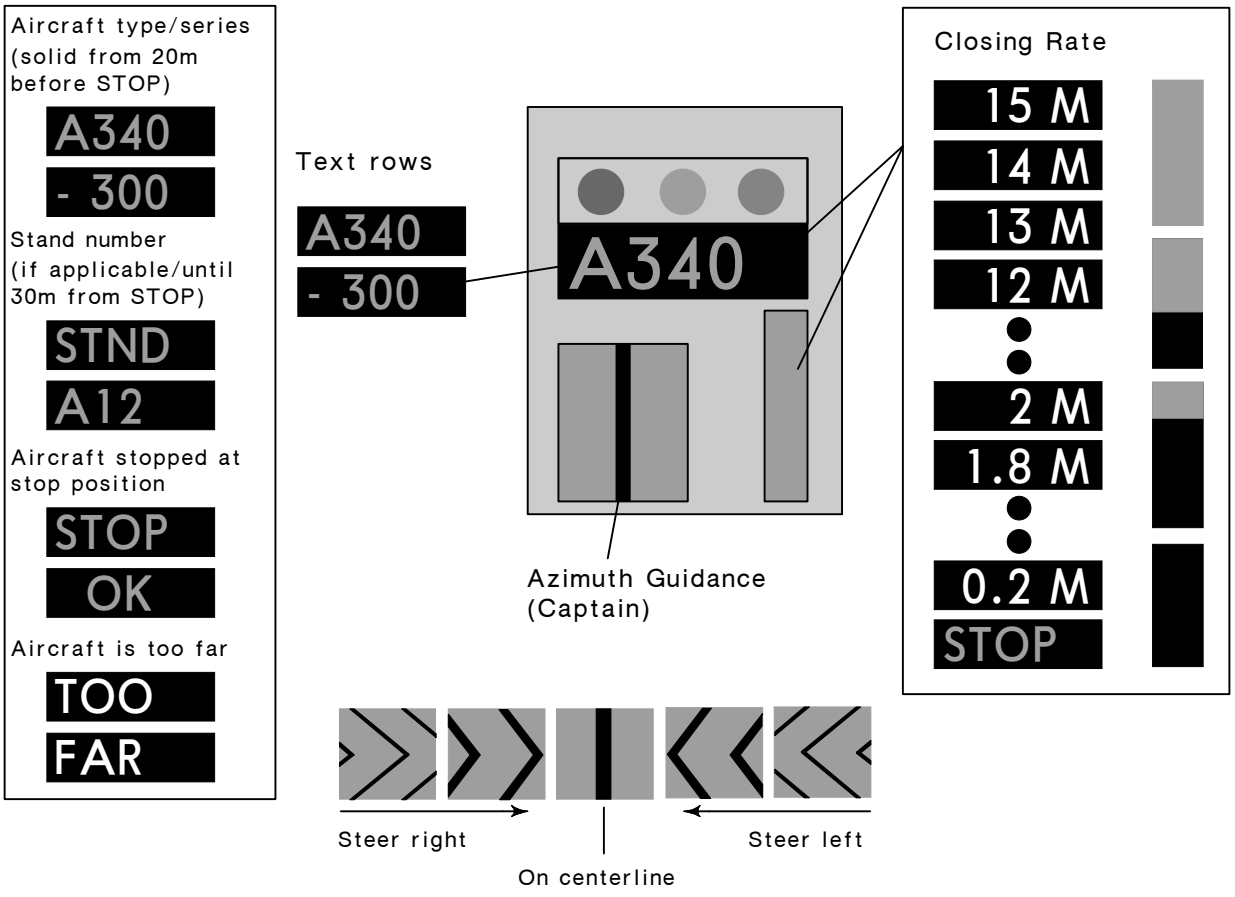
2. VDGS APIS++

2.1 Aircraft Stand: A2, A2R, A2L, B2, B2R, B2L, B4, B4R, B4L, C1, C2, C3, C4, C6, C11, C12, C13, C14, C15, C16, C17, C21, C22, C23, C24, C25, C26, C27, C31, C32, C33, C34, C35, C36, C37.

2.2 Pilot instructions:
Azimuth Guidance, Stop Information, Closing Rate and Aircraft Type Display provided from a Display Unit mounted in the extension of the stand centerline. The Azimuth Guidance is aligned for the pilot occupying the left seat. Check correct aircraft type/series on the Display Unit.

Safety measures:

ABORT docking if Display Unit shows STOP or WRONG AIRCRAFT TYPE/SERIES, or Azimuth Guidance Display NOT ACTIVATED.



FMT APIS++ (Aircraft Parking and Information System)

Azimuth and stopping guidance are provided from a display unit mounted at the extension of the stand centerline.

- Intercept the centerline and follow the azimuth guidance display
- Check correct aircraft type/series on the APIS++ display unit.

VISUAL DOCKING GUIDANCE SYSTEMS PROCEDURES KLIA TERMINAL (contd.)

4. VDGS SAFEDOCK

4.1 Aircraft Stand: A4, A4R, A4L, A6, A6R, A6L, A8, A8R, A8L, A10, A10R, A10L, B6, B6R, B6L, B8, B8R, B8L, B10, B10R, B10L, A3, A5, A7, A9, A11, B3, B5, B7, B9, B11.

4.2 Pilot instructions:

Azimuth Guidance, Stop Information, Closing Rate and Aircraft Type Display provided from a Display Unit mounted in the extension of the stand centerline. The Azimuth Guidance is available for use by the Pilots occupying BOTH the left and right seats. Check correct aircraft type/series on the Display Unit.

Safety measures:

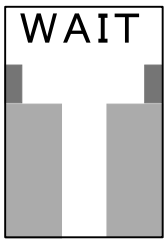
ABORT docking if Display Unit shows STOP or WRONG AIRCRAFT TYPE/SERIES, or Azimuth Guidance Display NOT ACTIVATED.

PILOT INSTRUCTION

AIRCRAFT DOCKING (NORMAL CONDITION)

START DOCK

Aircraft docking activation is performed at the Operator Panel. When the Safedock system is ready to operate, the panel will show: SAFEDOCK SYSTEM followed by a status message. If the status is READY, the docking procedure can be initiated by pressing the Start Dock key.
A START DOCKING message appears followed by the option SELECT AIRCRAFT.
Instructions to operators:
- Determine aircraft for docking:
  - Press the desired aircraft type key.
  - Press the exact sub-type key, if required (press left-right arrows to show all listed sub-types).



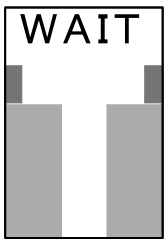
Pilot to wait and prohibited to docking to centerlines without guidance by VDGS.

Note: If operator passwords are enabled, enter the 4-digit password to continue the aircraft docking activation with the help of the 0-9 digits on the switch cover.

VDGS SELF-TEST

After selecting the aircraft for docking, a self-test and reference point check is carried out by the Safedock system to confirm docking accuracy.

Failing the self-test will result in an error code displayed in text format on the Opearator Panel and an ERR x on the display. Failing the reference point chceck will result in an AUTOCAL ERROR or ERR 3.

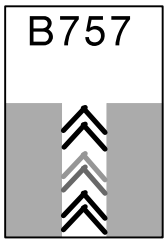


Pilot to wait and prohibited to docking to centerlines without guidance by VDGS.

IDENTIFICATION

The system is activated and in Active mode, scanning for an approaching aircraft and this is indicated by floating arrows.

WARNING! THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE. UNLESS THE ARROWS HAVE BEEN SUPERSEDED BY THE CLOSING RATE BAR.



Pilot/aircraft allow to enter the centerline.

Instructions to operators:
- Check that the correct aircraft type is displayed on the Pilot Display. The lead-in line is to be followed.

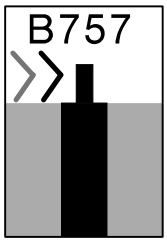
Note: If the safedock system is still in Active mode when the aircraft nose reaches the Passenger Boarding Bridge cab, press the Emergency-Stop button immediately!

VISUAL DOCKING GUIDANCE SYSTEMS PROCEDURES KLIA TERMINAL (contd.)

TRACKING

The system has captured the aircraft and is actively tracking and verifying it. The floating arrows are replaced by a yellow centerline indicator and floating arrow.

- A flashing red and/or yellow arrow indicates the direction to turn for azimuth guidance.
- The yellow arrow indicates the aircraft position in relation to the centerline.
- The centerline "distance-to-go" indicator changes from floating arrows to a filled closing-rate bar. The closing-rate bar shrinks as the aircraft nears its configured stop-position.



Arrow indicated the aircraft a bit on left side and pilot to turn right and make sure no arrow indicated on the left or right.

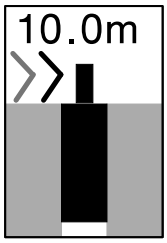
Instructions to operators:

- Check that the correct aircraft type is displayed on the Pilot Display. When the selected and the verified aircraft type match, the message IDENTIFIED appears on the operator Panel display.

CLOSING RATE

The closing rate is the final countdown from a specific distance to the stop-position. A yellow vertical closing rate bar/centerline indicator appears, optionally with a digital countdown indication, depending on the configuration.

The closing rate bar showing the distance from stop-position consists of a number of rows representing the remaining distance to go. Each row turns off in steps, beginning 15m from the stop-position as the aircraft approaches, illustrating a shrinking bar from the bottom. As the last row turns off, less than the interval for one row remains until the message STOP appears.

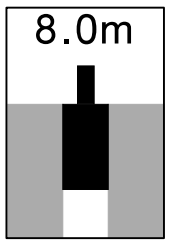


Arrow indicated the aircraft a bit on left side and pilot to turn right and make sure no arrow indicated on the left or right.

A digital countdown (option) shows the distance to stop numerically, with intervals depending on the configuration requirements. The image example illustrates the aircraft in the closing rate distance from stop-position, slightly left on the centerline. The red arrow indicates the direction to steer.

ALIGN TO CENTERLINE

The aircraft is at the displayed distance from the stop-position. The absence of any direction arrow indicates an aircraft on the centerline.

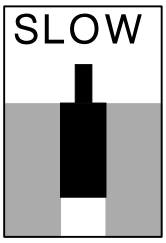


Aircraft on the centerline and Pilot must ensure the aircraft remain on the centerline until the stop position.

VISUAL DOCKING GUIDANCE SYSTEMS PROCEDURES KLIA TERMINAL (contd.)

SLOW DOWN (DECREASE SPEED)

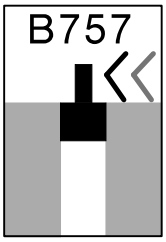
The Safedock system is configured with a slowdown active zone. The limit speed for slow down indication is configurable per aircraft type in the 0-10m range from the stop-position, with a default setting of 2m/s. The limits further out are fixed: 10-20m 3m/s, more than 20m 4m/s.
Note: A speed of 2m/s is approximately 7km/h, 4mph or 3 knots. If the aircraft is approaching faster than the accepted speed, the system will show SLOW as a warning to the pilots.



Pilot to decrease the aircraft speed.

AZIMUTH GUIDANCE

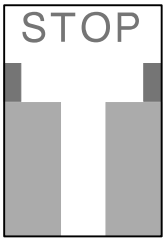
The aircraft is at the displayed distance from the stop-position. If the aircraft is not aligned to center, a yellow arrow indicates an aircraft's position to the centerline and a red flashing arrow indicates the direction to turn.



Pilot to turn a bit left until no indicated red flashing arrow. Pilot to ensure aircraft is slower before reach the stop position.

STOP POSITION REACHED

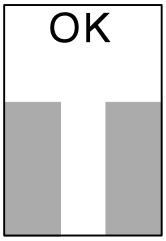
When the correct stop-position is reached, the Pilot Display will show STOP with a red border or with red lights. If the aircraft is found standing still but has not reached the intended stop-position, a Stop Short condition occurs.



Pilot to ensure aircraft stop at the stop position.

DOCKING COMPLETED

When the aircraft has parked, the message OK will be displayed. If the aircraft rolls too far past the stop-position, the message TOO FAR appears. After a configurable period of time the status on the Operator Panel will change to PARKED.
Note: If a docking procedure cannot automatically come to a PARKED state, the Marshall can manually set this with the help of the PARK ON command (it is required for enabling the following PARK-OFF procedure).



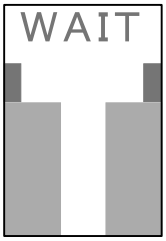
Docking completed.

VISUAL DOCKING GUIDANCE SYSTEMS PROCEDURES KLIA TERMINAL (contd.)

AIRCRAFT DOCKING (ABNORMAL CONDITION)

LOST AIRCRAFT DETECTION

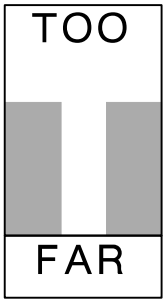
If the detected aircraft is lost during docking, before 15m to stop-position, the display shows WAIT. The docking continues as soon as the system detects the aircraft again.
During penetration into the stand, the aircraft geometry is checked. If, for any reason, aircraft verification is not made 15m before the stop-position, the Pilot Display shows STOP and WAIT.
Note: This may only be a system event and not a fault. The system requires time for safety checks, apron sweeps, aircraft capture and ID checks before the closing rate to stop-position (to analyze the possible cause of the incident).



Pilot to wait and stop before the system being activated.

OVERSHOOT

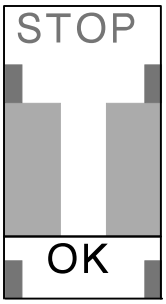
If the aircraft overshoots the stop-position with a configurable distance, the Pilot Display displays STOP (with RED borders/bars) followed by TOO FAR after the aircraft comes to a complete stop.



Pilot to aware the aircraft wing span clearance and capability of Passenger Boarding Bridges for passengers disembarking.

STOP SHORT

If the aircraft is found standing still, within a configurable distance up to 5m short of the stop-position, the message STOP and OK will be shown after a configurable amount of time.



Pilot to aware the aircraft wing span clearance and capability of Passenger Boarding Bridges for passengers disembarking.

VISUAL DOCKING GUIDANCE SYSTEMS PROCEDURES KLIA TERMINAL (contd.)

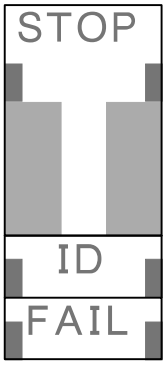
FAIL AIRCRAFT VERIFICATION (ID FAIL)

After capture of the aircraft, its geometry is checked against a stored profile. If, for any reason, aircraft verification is not confirmed 15m before the stop-position, the Pilot Display will show STOP followed by ID FAIL. Below there is a list of errors that can be displayed on the Operator Panel and a short description:

- Geometry failed - Geometry check failed within ID Fail limit.
- Nose height failed - Nose height check failed.
- Engine verification - Engine verification failed.
- Profile failed - Profile check failed.
- Lost track - Lost track close to stop.

Note: (option) Dockings can be resumed without verification; however it is important to follow the information below. Alternatively, the aircraft shall be marshalled-in or towed-in to the gate.

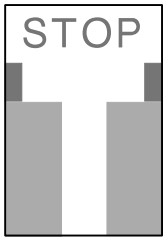
WARNING! THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.



Pilot to wait for manual docking (marshaling) and stop the aircraft. Pilot to wait and prohobited to docking to centerlines without guidance by VDGS or marshaler.

EMERGENCY E-STOP

When the Emergency-Stop button on the Operator Panel is activated, the Pilot Display shows STOP (with red border/bars).
Note: Additional Emergency-STOP buttons (other than that on the Operator Panel) may be connected to the system at the apron level.



Pilot to ensure the aircraft stop and not precede aircraft movement.

WMKK/KUL
KUALA LUMPUR INTL-SEPANG

JEPPESEN

22 DEC 23 | 21-0C

KUALA LUMPUR, MALAYSIA
INITIAL APCH Rwy 14L

ATIS	LUMPUR Radar (APP)	LUMPUR Tower Rwy 14L/32R	Ground
128.050	121.250 124.200 118.650 125.850 135.750	118.8	121.650

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPOACH CHARTS

❶ AFTER WAYPOINT RULPA, REFER INSTRUMENT APPROACH 21-1, 22-1 23-1 CHARTS

5300
MSA ARP

(IAF)
NUPKU
AT 210 KT
5000

(IF)
RULPA
AT 185 KT
4500

KK896
6000

KK895
AT 210 KT
7000

KK897
4500

KK899
AT 210 KT
6000

KK894
10000

(IAF)
EGURI
AT 230 KT
FL130

(IAF)
MESUP
AT 230 KT
MANDATORY
8000

SUBANG
Sultan Abdul Aziz Shah
WMSA

ILS DME
108.5 IEL

138° 9.9
236° 5.0
326° 8.2
056° 7.6
326° 17.1
326° 12.7
236° 6.0
024° 7.1

03-10 | 03-00 | 02-50 | 02-40 | 02-30

MALAYSIA
INDONESIA

101-30 | 101-40 | 101-50

CHANGES: Procedure title, reference chart added.

WMKK/KUL
KUALA LUMPUR INTL-SEPANG

JEPPESEN

22 DEC 23 (21-0D)

KUALA LUMPUR, MALAYSIA
INITIAL APCH Rwy 14R

ATIS	LUMPUR Radar (APP)	LUMPUR Tower Rwy 14R/32L	Ground
128.050	121.250 124.200 118.650 125.850 135.750	118.5	121.8 122.525

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPOACH CHARTS

❶ AFTER WAYPOINT AREBU, REFER INSTRUMENT APPROACH 21-2, 22-3 CHARTS

5300
MSA ARP

(IAF) NUPKU
AT 210 KT
5000

LUVNI
MANDATORY
3500

(IF) AREBU
AT 185 KT
MANDATORY
3500

KK896
5000

KK895
AT 210 KT
7000

KK894
10000

KK899
AT 210 KT
6000

KK897
MANDATORY
3500

(IAF) EGURI
AT 230 KT
FL130

(IAF) MESUP
AT 230 KT
MANDATORY
8000

SUBANG
Sultan Abdul Aziz Shah
WMSA

ILS DME
110.7 IWR

MALAYSIA
INDONESIA

CHANGES: Procedure title.

WMKK/KUL
KUALA LUMPUR INTL-SEPANG

JEPPESEN

22 DEC 23 | 21-0E

KUALA LUMPUR, MALAYSIA
INITIAL APCH Rwy 15

ATIS	LUMPUR Radar (APP)	LUMPUR Tower Rwy 15/33	Ground
128.050	121.250 124.200 118.650 125.850 135.750	119.8	118.050

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPOACH CHARTS

❶ AFTER WAYPOINT VAKTU, REFER INSTRUMENT APPROACH 21-3, 22-5 23-2 CHARTS

5300
MSA ARP

(IAF) NUPKU
AT 210 KT
5000

LUVNI
MANDATORY
3500

AREBU
MANDATORY
3500

KK896
4500

KK895
AT 210 KT
6000

(IF) VAKTU
AT 185 KT
MANDATORY
2500

KK898
AT 210 KT
MANDATORY
2500

KK899
6000

KK894
10000

(IAF) EGURI
AT 230 KT
FL130

(IAF) MESUP
AT 230 KT
MANDATORY
8000

SUBANG
Sultan Abdul Aziz Shah
WMSA

ILS DME
110.1 IWK

MALAYSIA
INDONESIA

WMKK/KUL
KUALA LUMPUR INTL-SEPANG

JEPPESEN

22 DEC 23 (21-0F)

KUALA LUMPUR, MALAYSIA
INITIAL APCH Rwy 32L

ATIS	LUMPUR Radar (APP)	LUMPUR Tower Rwy 14R/32L	Ground
128.050	121.250 124.200 118.650 125.850 135.750	118.5	121.8 122.525

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPOACH CHARTS

❶ AFTER WAYPOINT KARBO, REFER INSTRUMENT APPROACH 21-4, 22-7 CHARTS

5300
MSA ARP

519′ 673′ 915′ 585′ 600′ 1864′ 482′ 650′ 854′ 545′ 984′ 502′ 558′ 525′ 552′ 509′ 995′ 2806′ 2169′ 2739′ 4164′ 2054′ 2707′

2000 1000 3000

ILS DME 111.9 IWL

(IAF) EGURI
AT 230 KT
FL130

(IAF) MESUP
AT 230 KT
MANDATORY
8000

(IAF) SULDI
AT 210 KT
MANDATORY
6000

(IF) KARBO
AT 185 KT
MANDATORY
3500

KK887 7000
KK888 AT 210 KT 5000
KK889 MANDATORY 3500
KK891 MANDATORY 3500
KK892 5000
KK893 AT 210 KT 7000
KK894 10000

7.1 089°
6.0 236°
12.7 146°
7.0 146°
6.7 146°
9.2 146°
6.4 236°
6.2 056°
5.5 312°
6.1 289°

02-50 02-40 02-30 02-20 02-10

20 15 10 5 0 5

MALAYSIA
INDONESIA

101-30 101-40 101-50 102-00

CHANGES: Procedure title.

WMKK/KUL
KUALA LUMPUR INTL-SEPANG

JEPPESEN

22 DEC 23 (21-0G)

KUALA LUMPUR, MALAYSIA
INITIAL APCH Rwy 32R

ATIS	LUMPUR Radar (APP)					LUMPUR Tower Rwy 14L/32R	Ground
128.050	121.250	124.200	118.650	125.850	135.750	118.8	121.650

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

❶AFTER WAYPOINT MOTKA, REFER INSTRUMENT APPROACH 21-5, 22-9 23-3 CHARTS

5300
MSA ARP

519′ 673′ 915′ 585′ 600′ 482′ 1864′ 2806′ 995′ 2169′ 2739′ 4164′ 2054′ 995′ 2707′ 650′ 854′ 545′ 984′ 502′ 558′ 552′ 509′ 525′

(IAF) EGURI
AT 230 KT
FL130

6.0 236°

ILS DME 109.1 IER

KK894
10000

12.7 146°

KK893
AT 210 KT
7000

7.0 146°

KK892
6000

5.0 236°

(IF) MOTKA
AT 185 KT
4500

7.6 056°

KK889
4500

9.2 146°

KK888
AT 210 KT
7000

6.7 146°

KK887
7000

7.1 089°

(IAF) MESUP
AT 230 KT
MANDATORY
8000

5.3 326°

KK891
4500

6.1 289°

(IAF) SULDI
AT 210 KT
MANDATORY
6000

MALAYSIA
INDONESIA

02-50 02-40 02-30 02-20 02-10

20 15 10 5 0 5

101-30 101-40 101-50 102-00

CHANGES: Procedure title, reference chart added.

WMKK/KUL
KUALA LUMPUR INTL-SEPANG

JEPPESEN

22 DEC 23 (21-0H)

KUALA LUMPUR, MALAYSIA
INITIAL APCH Rwy 33

ATIS	LUMPUR Radar (APP)	LUMPUR Tower Rwy 15/33	Ground
128.050	121.250 124.200 118.650 125.850 135.750	119.8	118.050

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPOACH CHARTS

❶ AFTER WAYPOINT BEGIN, REFER INSTRUMENT APPROACH 21-6, 22-11 23-4 CHARTS

5300
MSA ARP

519′ 673′ 915′ 585′ 600′ 1864′ 482′ 650′ 854′ 545′ 525′ 995′ 2806′ 2169′ 2739′ 4164′ 2054′ 995′ 2707′ 984′ 502′ 558′ 552′ 509′

(IAF) EGURI AT 230 KT FL130
6.0 236°
KK894 10000
12.7 146°
KK893 AT 210 KT 7000
7.0 146°
KK892 5000
7.6 236°
(IF) BEGIN AT 185 KT MANDATORY 2500
5.2 326°
EGUMU MANDATORY 2500
5.0 056°
KK889 MANDATORY 2500
9.2 146°
KK888 AT 210 KT 5000
6.7 146°
KK887 7000
7.1 089°
(IAF) MESUP AT 230 KT MANDATORY 8000
3.1 310°
KK890 MANDATORY 2500
2.9 289°
KK891 3500
6.1 289°
(IAF) SULDI AT 210 KT MANDATORY 6000

ILS DME 111.5 IWM

MALAYSIA
INDONESIA

02-50 02-40 02-30 02-20 02-10
20 15 10 5 0 5
101-30 101-40 101-50 102-00

CHANGES: Procedure title, reference chart added.

WMKK/KUL

KUALA LUMPUR INTL-SEPANG

JEPPESEN KUALA LUMPUR, MALAYSIA

12 MAY 23 (21-1) Eff 18 May

ILS or LOC Rwy 14L

BRIEFING STRIP

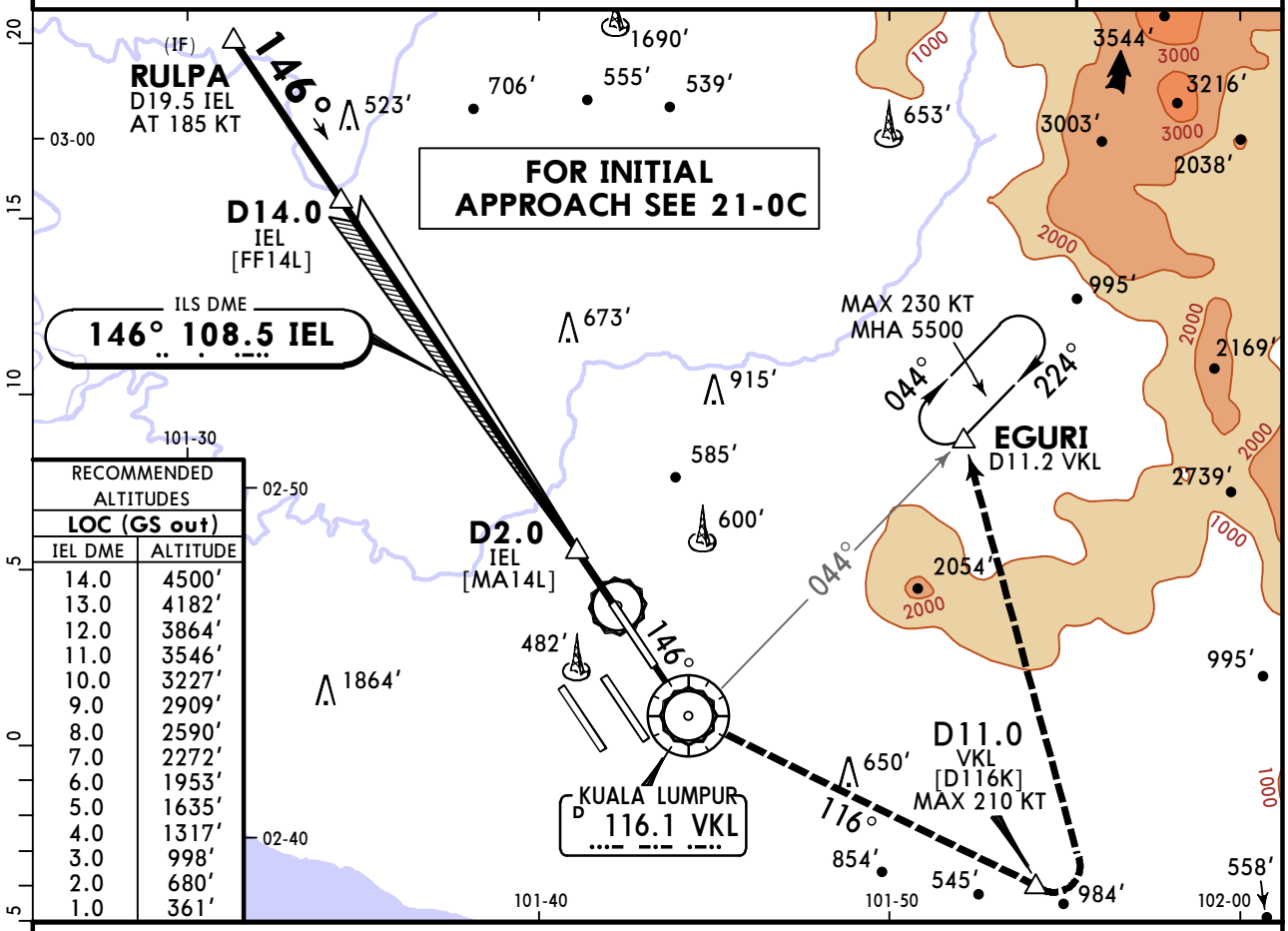
ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 14L/32R	Ground
128.050	118.650	120.350	135.750	118.8	121.650

LOC IEL	Final Apch Crs	D14.0 IEL	ILS DA(H)	Apt Elev 69′
108.5	146°	4500′ (4446′)	300′ (246′)	Rwy 54′

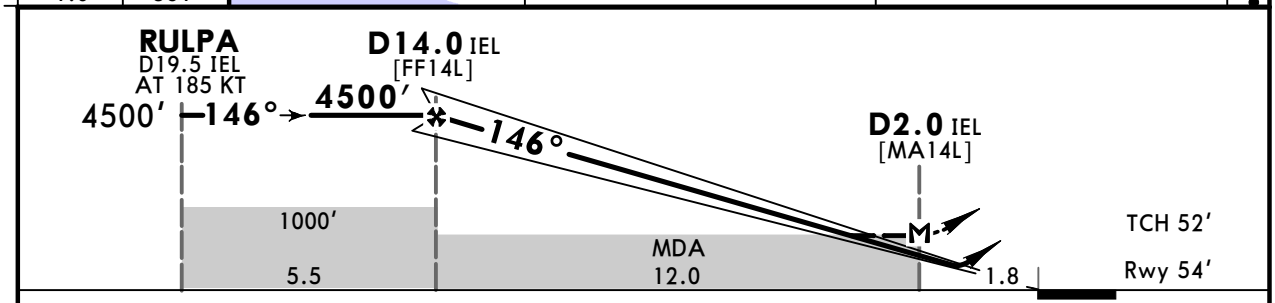
MISSED APCH: At MAP climb to 5500′ on track 146° to VKL VOR then turn LEFT on outbound VKL VOR R-116 until D11.0 VKL before turn LEFT to EGURI and hold or as directed by ATC.
CAUTION: MAX 210 KT until crossing D11.0 VKL.

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL130 | Trans alt: 11000′

MSA VKL VOR: 145° 5300 / 315° 2200



RECOMMENDED ALTITUDES	
LOC (GS out)	
IEL DME	ALTITUDE
14.0	4500′
13.0	4182′
12.0	3864′
11.0	3546′
10.0	3227′
9.0	2909′
8.0	2590′
7.0	2272′
6.0	1953′
5.0	1635′
4.0	1317′
3.0	998′
2.0	680′
1.0	361′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D2.0 IEL							
D14.0 IEL to MAP	12.0	10:17	8:00	7:12	6:00	5:09	4:30

ALSF-II
PAPI PAPI

5500′ on 146°

VKL 116.1

Std STRAIGHT-IN LANDING

	ILS			LOC (GS out) CDFA	
	DA(H) 300′ (246′)			2 DA/MDA(H) 500′ (446′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	R550m	1 R550m	R1300m	R1400m	R1500m
B					
C					R2100m
D					

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Reference note.

WMKK/KUL JEPPESEN KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL-SEPANG 12 MAY 23 (21-2) Eff 18 May ILS or LOC Rwy 14R

ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 14R/32L	Ground	
128.050	118.650	120.350	135.750	118.5	121.8	122.525

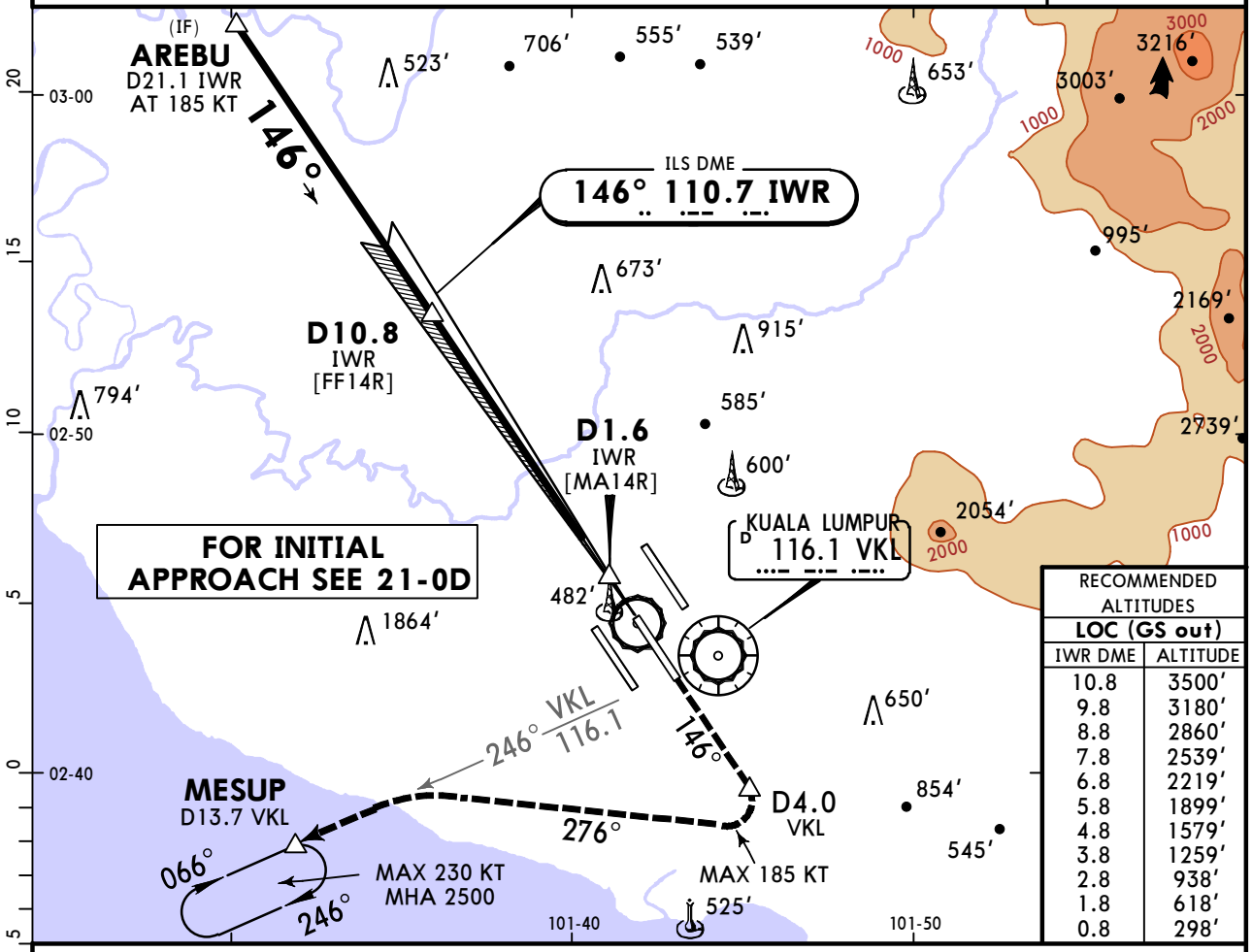
BRIEFING STRIP

LOC IWR	Final Apch Crs	D10.8 IWR MANDATORY	ILS DA(H)	Apt Elev 69′ Rwy 54′
110.7	146°	3500′ (3446′)	300′ (246′)	

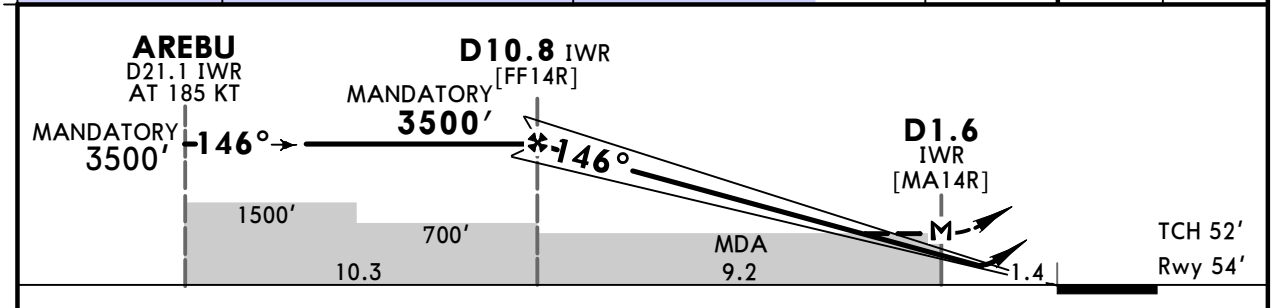
MISSED APCH: At MAP climb 2500′ on track 146°, on passing D4.0 VKL turn RIGHT on track 276° to intercept outbound VKL VOR R-246 to MESUP and hold or as directed by ATC. CAUTION: MAX 185 KT until MESUP.

MSA VKL VOR: 145°–315° 5300, 315°–145° 2200

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL130 | Trans alt: 11000′



RECOMMENDED ALTITUDES LOC (GS out)	
IWR DME	ALTITUDE
10.8	3500′
9.8	3180′
8.8	2860′
7.8	2539′
6.8	2219′
5.8	1899′
4.8	1579′
3.8	1259′
2.8	938′
1.8	618′
0.8	298′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.6 IWR							
D10.8 IWR to MAP	9.2	7:53	6:08	5:31	4:36	3:57	3:27

ALSF-II PAPI | 2500′ on 146° | passing D4.0 VKL | 276° RT

Std STRAIGHT-IN LANDING

	ILS DA(H) 300′ (246′)			LOC (GS out) CDFA 2 DA/MDA(H) 650′ (596′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	R550m	1 R550m	R1300m	R1500m	
B					
C				R2000m	R2400m
D					

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: Reference note.

WMKK/KUL

KUALA LUMPUR INTL-SEPANG

JEPPESEN KUALA LUMPUR, MALAYSIA

12 MAY 23 (21-3) Eff 18 May

ILS or LOC Rwy 15

ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 15/33	Ground
128.050	124.2	119.450	125.1	119.8	118.050

BRIEFING STRIP™

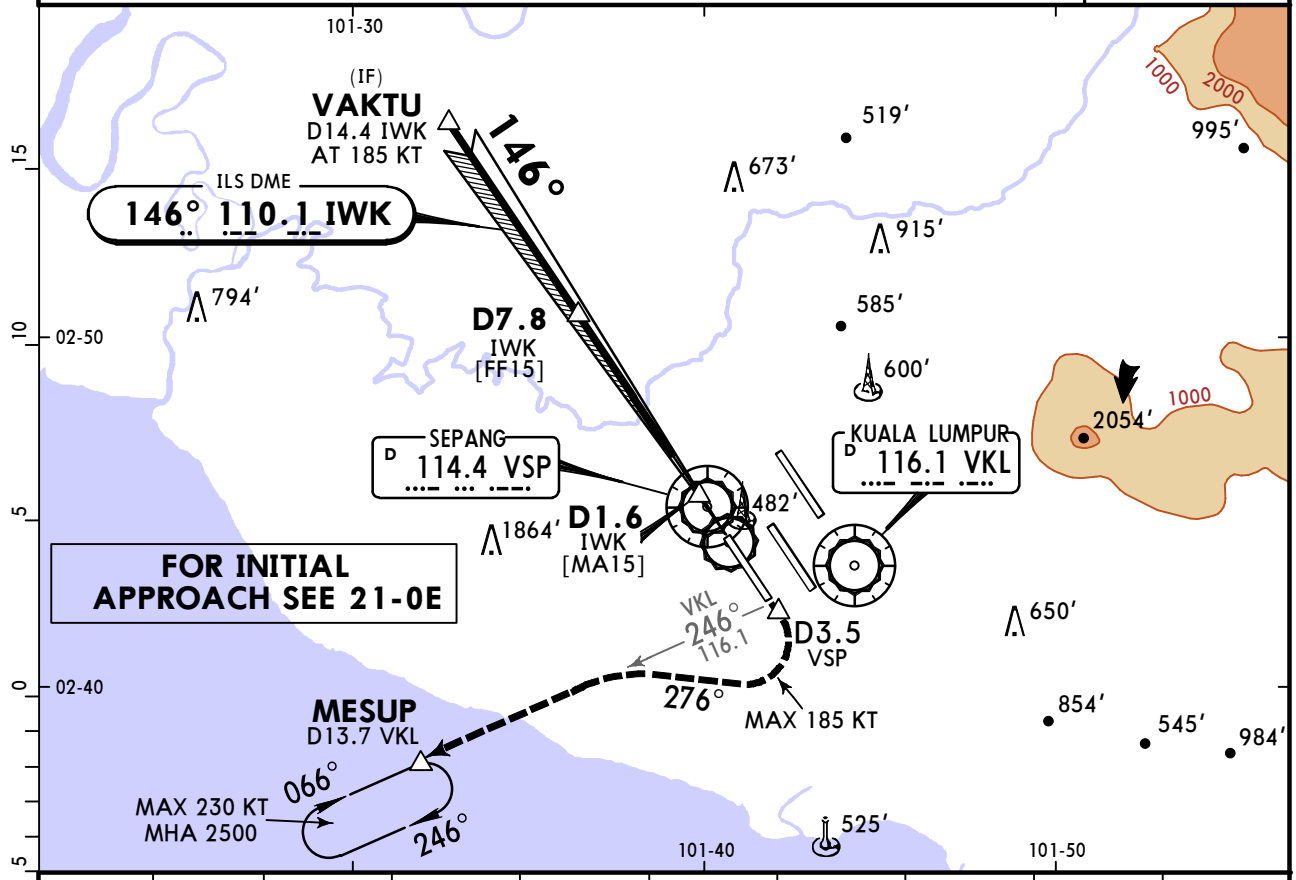
LOC IWK	Final Apch Crs	D7.8 IWK MANDATORY	ILS DA(H)	Apt Elev 69′ Rwy 28′
110.1	146°	2500′ (2472′)	233′ (205′)	

MISSED APCH: At MAP, climb 2500′ on track 146°, passing D3.5 VSP turn RIGHT on track 276° to intercept outbound VKL VOR R-246 to MESUP and hold or as directed by ATC. CAUTION: MAX 185 KT until MESUP.

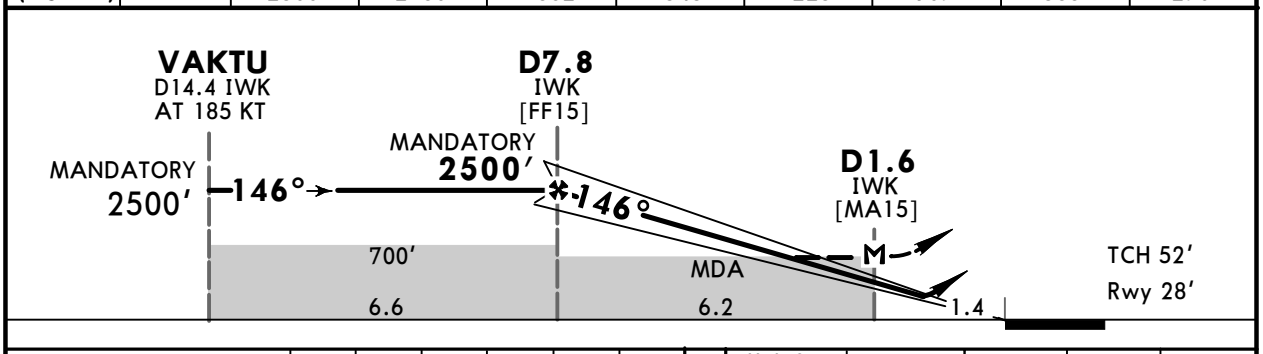
MSA VKL VOR

145° 5300 315° 2200

Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL130	Trans alt: 11000′



LOC (GS out)	IWK DME	7.8	6.8	5.8	4.8	3.8	2.8	1.8	0.8
	ALTITUDE	2500′	2180′	1862′	1543′	1225′	907′	588′	270′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.6 IWK							
D7.8 IWK to MAP	6.2	5:19	4:08	3:43	3:06	2:39	2:20

HIALS
PAPI

2500′ on 146°

passing D3.5 VSP

276° RT

Std STRAIGHT-IN LANDING

	ILS		LOC (GS out) CDFA	
	DA(H) 233′ (205′)		2 DA/MDA(H) 580′ (552′)	
	FULL	ALS out		ALS out
A B C D	1 R550m	R1200m	R1500m	
			R1800m	R2400m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Reference note.

WMKK/KUL KUALA LUMPUR INTL-SEPANG

JEPPESEN 12 MAY 23 (21-4) Eff 18 May

KUALA LUMPUR, MALAYSIA ILS or LOC Rwy 32L

BRIEFING STRIP

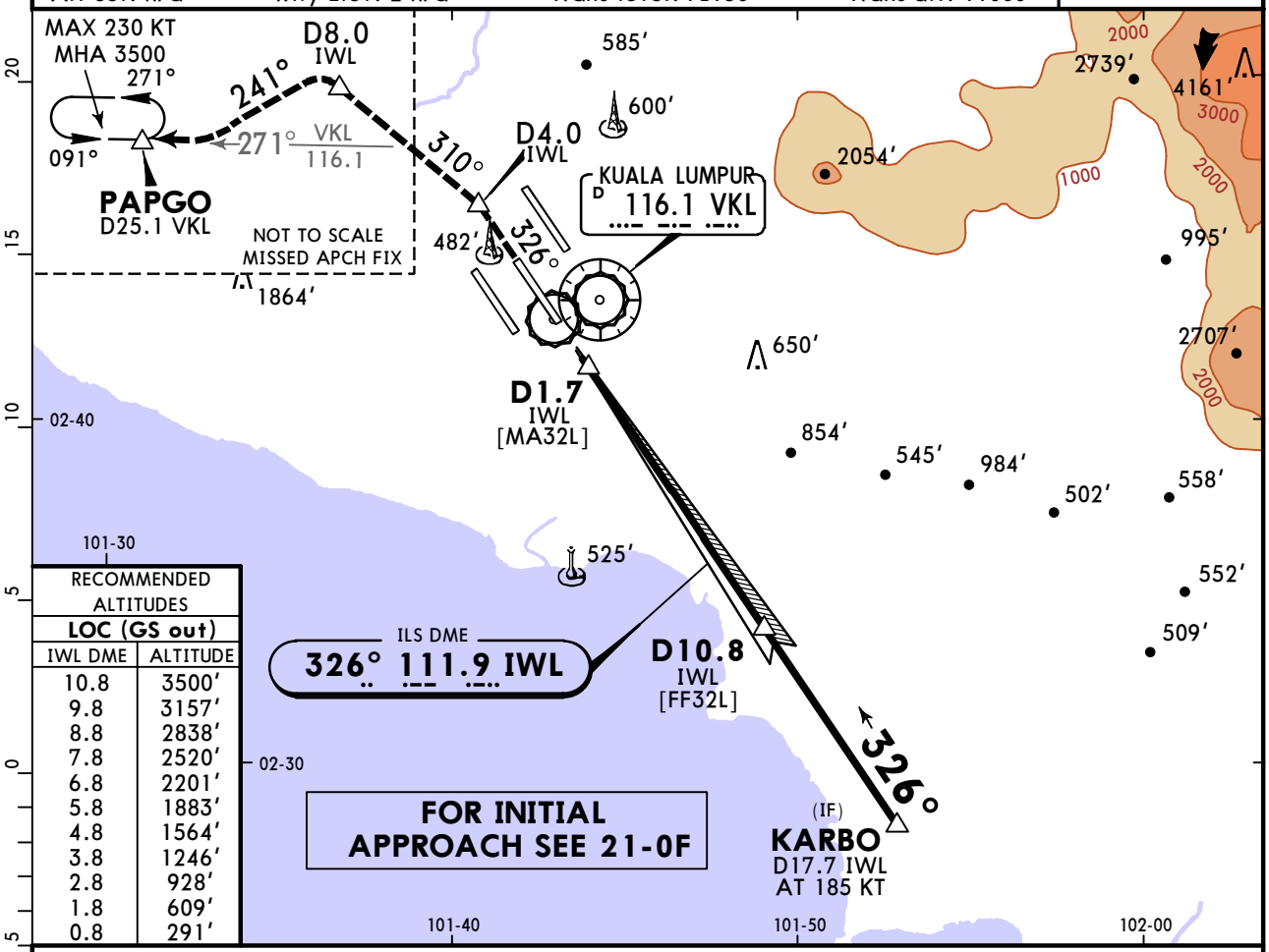
ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 14R/32L	Ground	
128.050	124.650	118.650	135.750	118.5	121.8	122.525

LOC IWL	Final Apch Crs	D10.8 IWL MANDATORY	ILS DA(H)	Apt Elev 69′ Rwy 48′
111.9	326°	3500′ (3452′)	288′ (240′)	

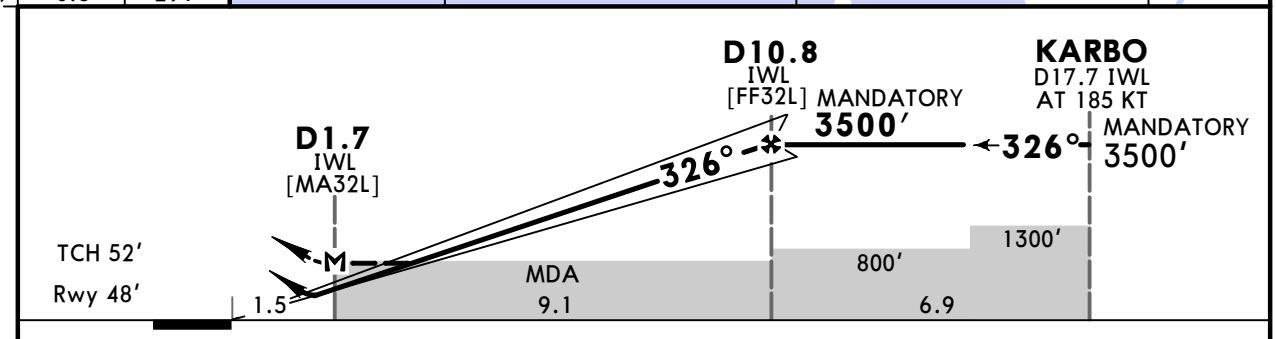
MISSED APCH: At MAP, climb to 3500′ on track 326° until D4.0 IWL then turn LEFT on track 310°. At D8.0 IWL, turn LEFT on track 241° to intercept outbound VKL VOR R-271 to PAPGO and hold or as directed by ATC.

MSA VKL VOR: 145°–5300, 315°–2200

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL130 | Trans alt: 11000′



RECOMMENDED ALTITUDES LOC (GS out)	
IWL DME	ALTITUDE
10.8	3500′
9.8	3157′
8.8	2838′
7.8	2520′
6.8	2201′
5.8	1883′
4.8	1564′
3.8	1246′
2.8	928′
1.8	609′
0.8	291′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.7 IWL							
D10.8 IWL to MAP	9.1	7:48	6:04	5:28	4:33	3:54	3:25

ALSF-II PAPI PAPI | 3500′ on 326° | D4.0 IWL | 310° LT

Std STRAIGHT-IN LANDING

	ILS DA(H) 288′ (240′)			LOC (GS out) CDFA 2 DA/MDA(H) 570′ (522′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	R550m	1 R550m	R1200m	R1500m	
B					
C				R1700m	R2400m
D					

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Reference note.

WMKK/KUL

KUALA LUMPUR INTL-SEPANG

JEPPESEN 12 MAY 23 (21-5) Eff 18 May

KUALA LUMPUR, MALAYSIA

ILS or LOC Rwy 32R

ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 14L/32R	Ground
128.050	121.250	120.350	135.750	118.8	121.650

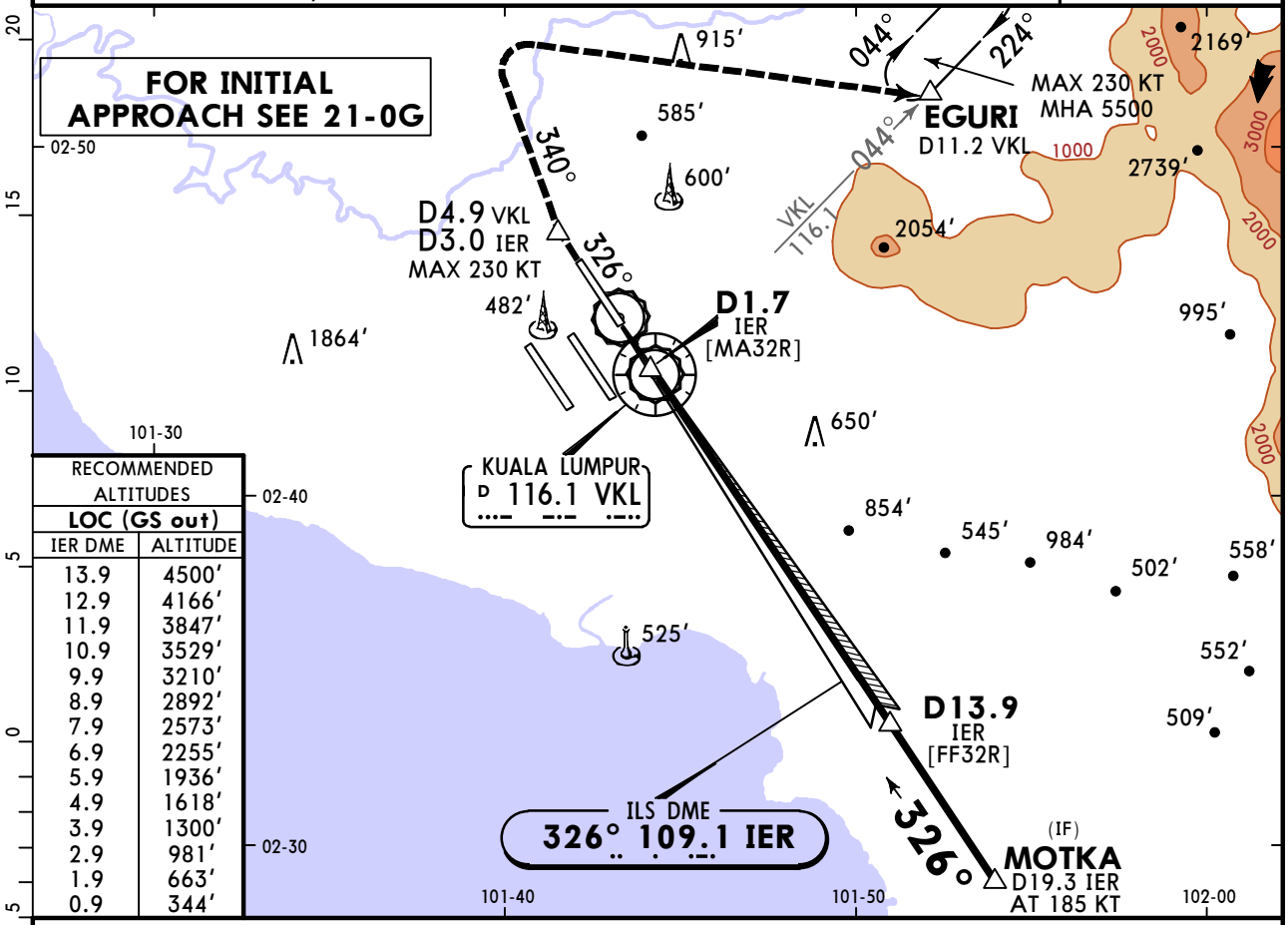
LOC IER	Final Apch Crs	D13.9 IER	ILS DA(H)	Apt Elev 69′ Rwy 69′
109.1	326°	4500′ (4431′)	300′ (231′)	

MISSED APCH: At MAP climb to 5500′ on track 326°. At D4.9 VKL (D3.0 IER) turn RIGHT on track 340°. After passing 2000′, turn RIGHT to EGURI and hold or as directed by ATC.
CAUTION: Max 230 KT until crossing D4.9 VKL.

MSA VKL VOR: 145° 5300 2200 315°

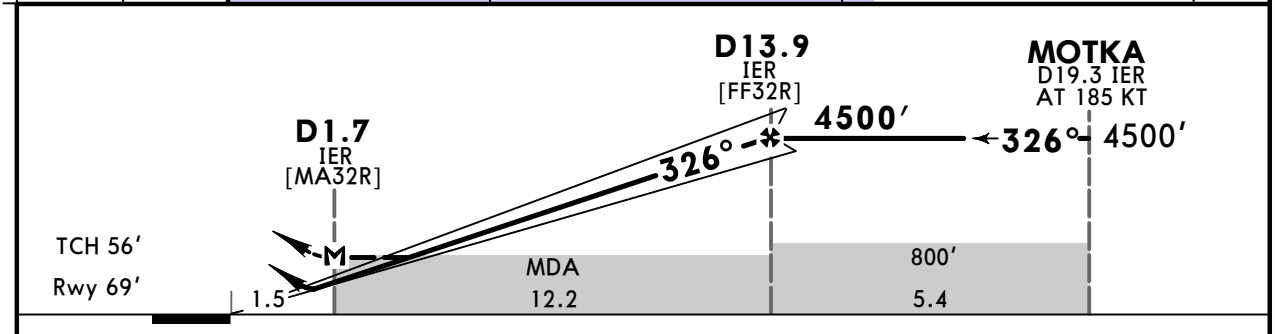
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL130 | Trans alt: 11000′

BRIEFING STRIP



RECOMMENDED ALTITUDES

LOC (GS out)	
IER DME	ALTITUDE
13.9	4500′
12.9	4166′
11.9	3847′
10.9	3529′
9.9	3210′
8.9	2892′
7.9	2573′
6.9	2255′
5.9	1936′
4.9	1618′
3.9	1300′
2.9	981′
1.9	663′
0.9	344′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.7 IER							
D13.9 IER to MAP	12.2	10:27	8:08	7:19	6:06	5:14	4:35

ALSF-II PAPI PAPI | 5500′ on 326° | D4.9 VKL | 340° RT

Std STRAIGHT-IN LANDING

	ILS DA(H) 300′ (231′)			LOC (GS out) CDFA 2 DA/MDA(H) 600′ (531′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	R550m	1 R550m	R1200m	R1500m	
B					
C				R1700m	R2400m
D					

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Reference note.

WMKK/KUL KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL-SEPANG 12 MAY 23 (21-6) Eff 18 May ILS or LOC Rwy 33

JEPPESEN

BRIEFING STRIP ™

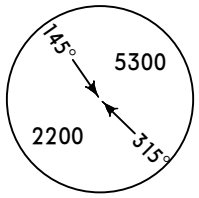
ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 15/33	Ground
128.050	125.850	119.450	125.1	119.8	118.050

LOC IWM	Final Apch Crs	D7.8 IWM MANDATORY	ILS DA(H)	Apt Elev 69′ Rwy 28′
111.5	326°	2500′ (2472′)	424′ (396′)	

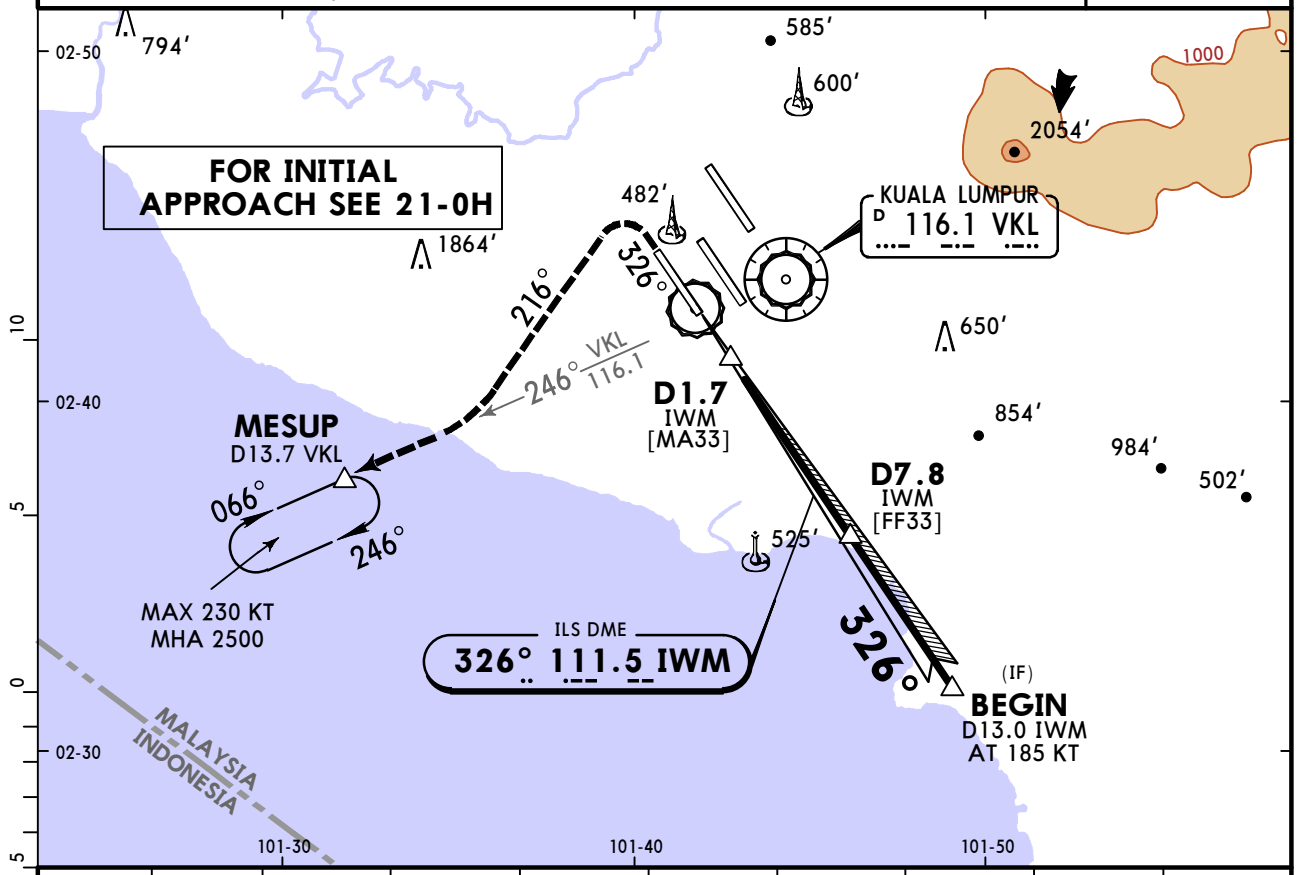
MISSED APCH: At MAP, climb to 2500′ on track 326°, turn LEFT on track 216° to intercept outbound VKL VOR R-246 to MESUP and hold or as directed by ATC.

CAUTION: No turning before Thr, Max 210 KT until intercept outbound VKL VOR R-246.

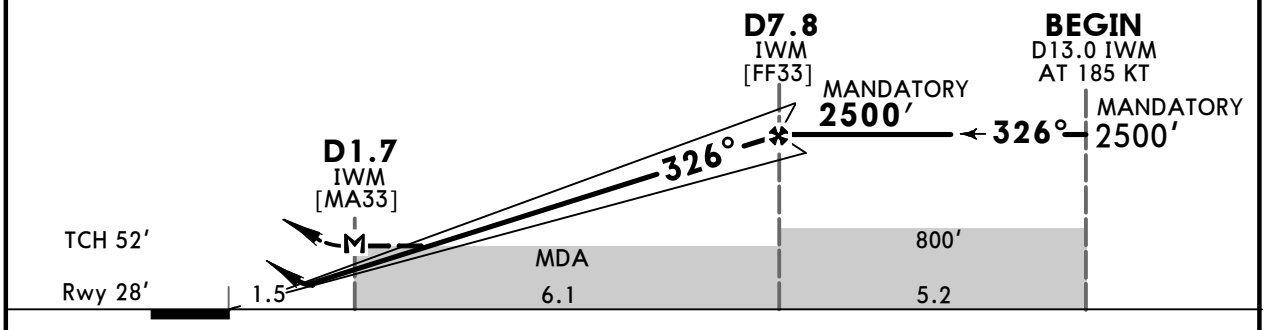
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL130	Trans alt: 11000′



MSA VKL VOR



LOC (GS out)	IWM DME	0.8	1.8	2.8	3.8	4.8	5.8	6.8	7.8
	ALTITUDE	270′	588′	907′	1225′	1543′	1862′	2180′	2500′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.7 IWM							
D7.8 IWM to MAP	6.1	5:14	4:04	3:40	3:03	2:37	2:17

HIALS PAPI 2500′ on 326° LT 216°

Std STRAIGHT-IN LANDING

ILS DA(H) 424′ (396′)		LOC (GS out) CDFA 1 DA/MDA(H) 500′ (472′)	
FULL	ALS out		ALS out
A R1100m	R1500m	R1500m	R1500m
B			
C	R1800m		R2200m
D			

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Reference note.

WMKK/KUL

JEPPESEN

KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL - SEPANG

29 MAR 24 (22-1)

RNP Y Rwy 14L

BRIEFING STRIP™

ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 14L/32R	Ground
128.050	118.650	120.350	135.750	118.8	121.650

RNAV	Final Apch Crs 146°	KK95Ø 4500′ (4446′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 69′ Rwy 54′

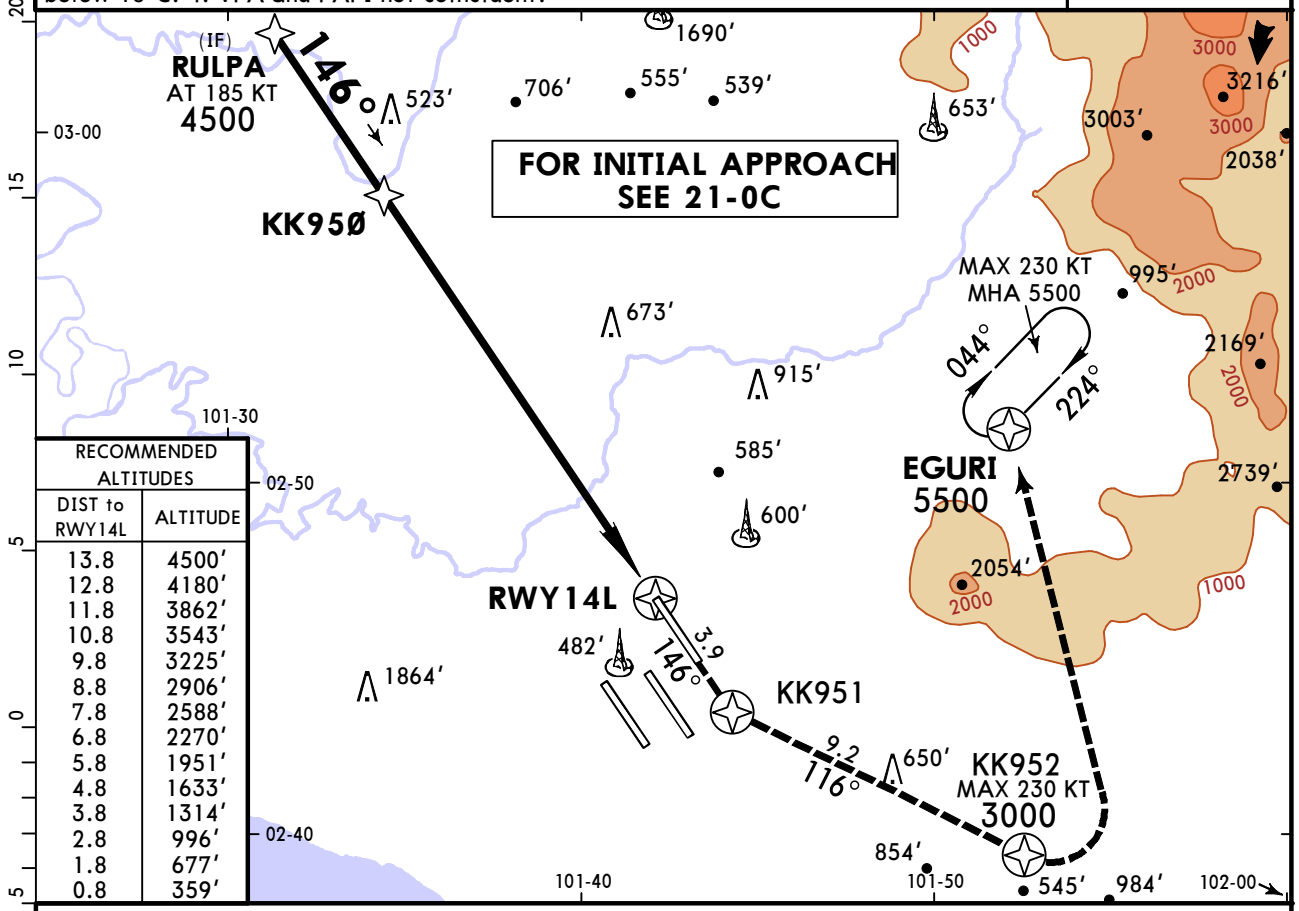
MISSED APCH: At MAP, track 146° to KK951 climb to 5500′ or above intercept track 116° to KK952, then turn LEFT to EGURI and hold as directed by ATC. CAUTION: Max 230 KT until crossing KK952. Missed apch climb gradient 3.0% until passing 5500′. Refer to minimums for missed apch climb gradient.

RNP Apch	Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL130	Trans alt: 11000′

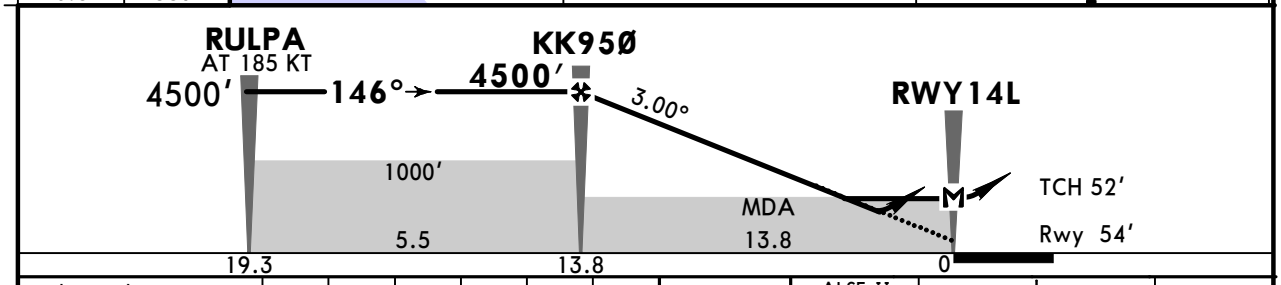
1. GNSS required. 2. Local altimeter setting required. 3. Baro VNAV not authorized below 18°C. 4. VPA and PAPI not coincident.

5300

MSA ARP



RECOMMENDED ALTITUDES	
DIST to RWY14L	ALTITUDE
13.8	4500′
12.8	4180′
11.8	3862′
10.8	3543′
9.8	3225′
8.8	2906′
7.8	2588′
6.8	2270′
5.8	1951′
4.8	1633′
3.8	1314′
2.8	996′
1.8	677′
0.8	359′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWY14L							
KK95Ø to MAP	13.8	11:50	9:12	8:17	6:54	5:55	5:11

ALSF-II PAPI PAPI

5500′ on 146° KK951

Std STRAIGHT-IN LANDING

	LNAV/VNAV		LNAV	
	1 Missed apch climb gradient 3.0% DA(H) 440′ (386′)	Missed apch climb gradient 2.5% DA(H) 840′ (786′)	1 Missed apch climb gradient 3.0% CDFA 2 DA/MDA(H) 590′ (536′)	Missed apch climb gradient 2.5% CDFA 2 DA/MDA(H) 1100′ (1046′)
	ALS out	ALS out	ALS out	ALS out
A	R1100m	R1500m	R1500m	R1500m
B				
C		R1800m	R2400m	R1700m
D				R2400m

PANS OPS

1 If unable to maintain a 3.0% missed apch climb gradient, use LNAV or LNAV/VNAV 2.5% minimums.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Missed apch text.

WMKK/KUL

KUALA LUMPUR INTL - SEPANG

JEPPESEN KUALA LUMPUR, MALAYSIA

29 MAR 24 (22-2)

RNP X Rwy 14L

BRIEFING STRIP™

ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 14L/32R	Ground
128.050	118.650	120.350	135.750	118.8	121.650

RNAV	Final Apch Crs	KK967	LNAV/VNAV DA(H)	Apt Elev 69′
	146°	2500′ (2446′)	494′ (440′)	Rwy 54′

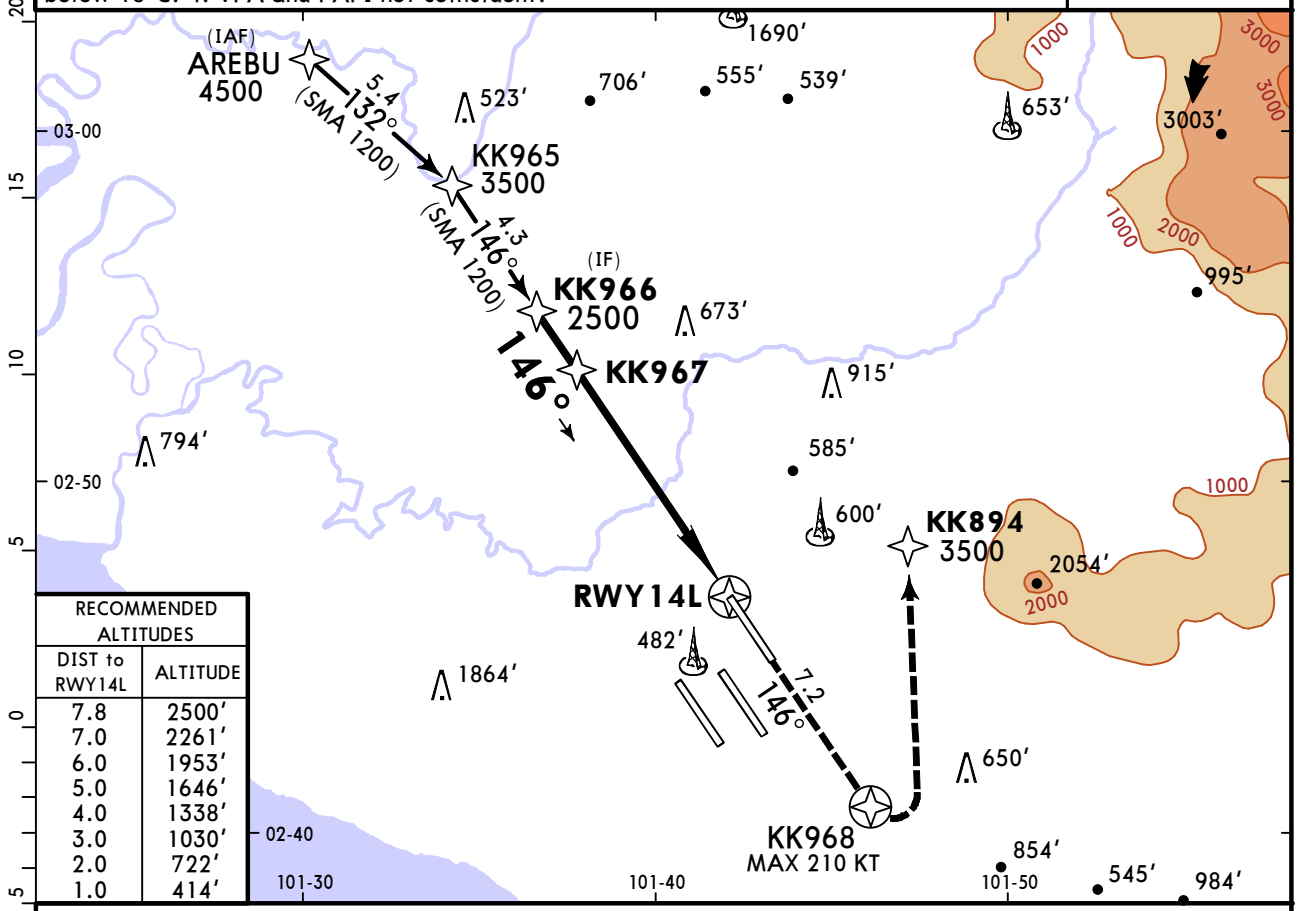
MISSED APCH: At MAP, track 146° to KK968 climb to 3500′ or above. At KK968 turn LEFT to KK894 or as directed by ATC. CAUTION: Max 210 KT until crossing KK968.

RNP Apch	Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL130	Trans alt: 11000′

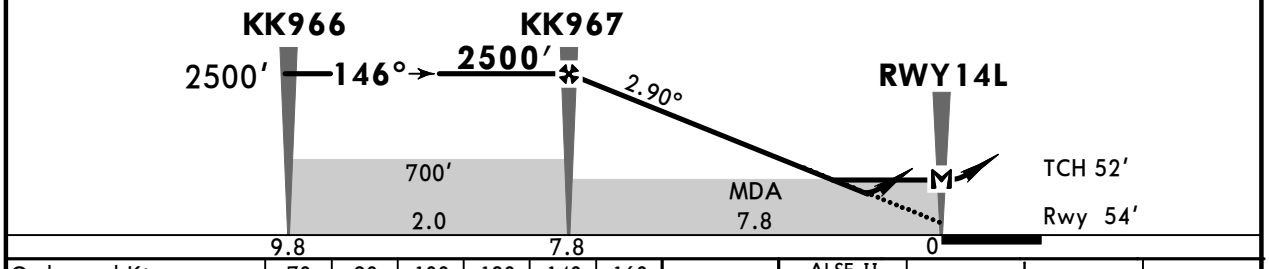
1. GNSS required. 2. Local altimeter setting required. 3. Baro VNAV not authorized below 18°C. 4. VPA and PAPI not coincident.

5300

MSA ARP



RECOMMENDED ALTITUDES	
DIST to RWY14L	ALTITUDE
7.8	2500′
7.0	2261′
6.0	1953′
5.0	1646′
4.0	1338′
3.0	1030′
2.0	722′
1.0	414′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.90°	359	462	513	616	718	821
MAP at RWY14L							
KK967 to MAP	7.8	6:41	5:12	4:41	3:54	3:21	2:56

ALSF-II PAPI PAPI

3500′ on 146° KK968

Std STRAIGHT-IN LANDING

	LNAV/VNAV		LNAV CDFA	
	DA(H) 494′ (440′)		1 DA/MDA(H) 590′ (536′)	
		ALS out		ALS out
A	R1300m	R1500m	R1500m	
B				
C		R2000m	R1700m	R2400m
D				

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: None.

WMKK/KUL

JEPPESEN KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL - SEPANG

12 MAY 23 Eff 18 May

22-3

RNP Y Rwy 14R

BRIEFING STRIP TM

ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 14R/32L	Ground	
128.050	118.650	135.750	120.350	118.5	121.8	122.525

RNAV	Final Apch Crs	KK953 MANDATORY	LNAV/VNAV DA(H)	Apt Elev 69′
	146°	3500′ (3446′)	630′ (576′)	Rwy 54′

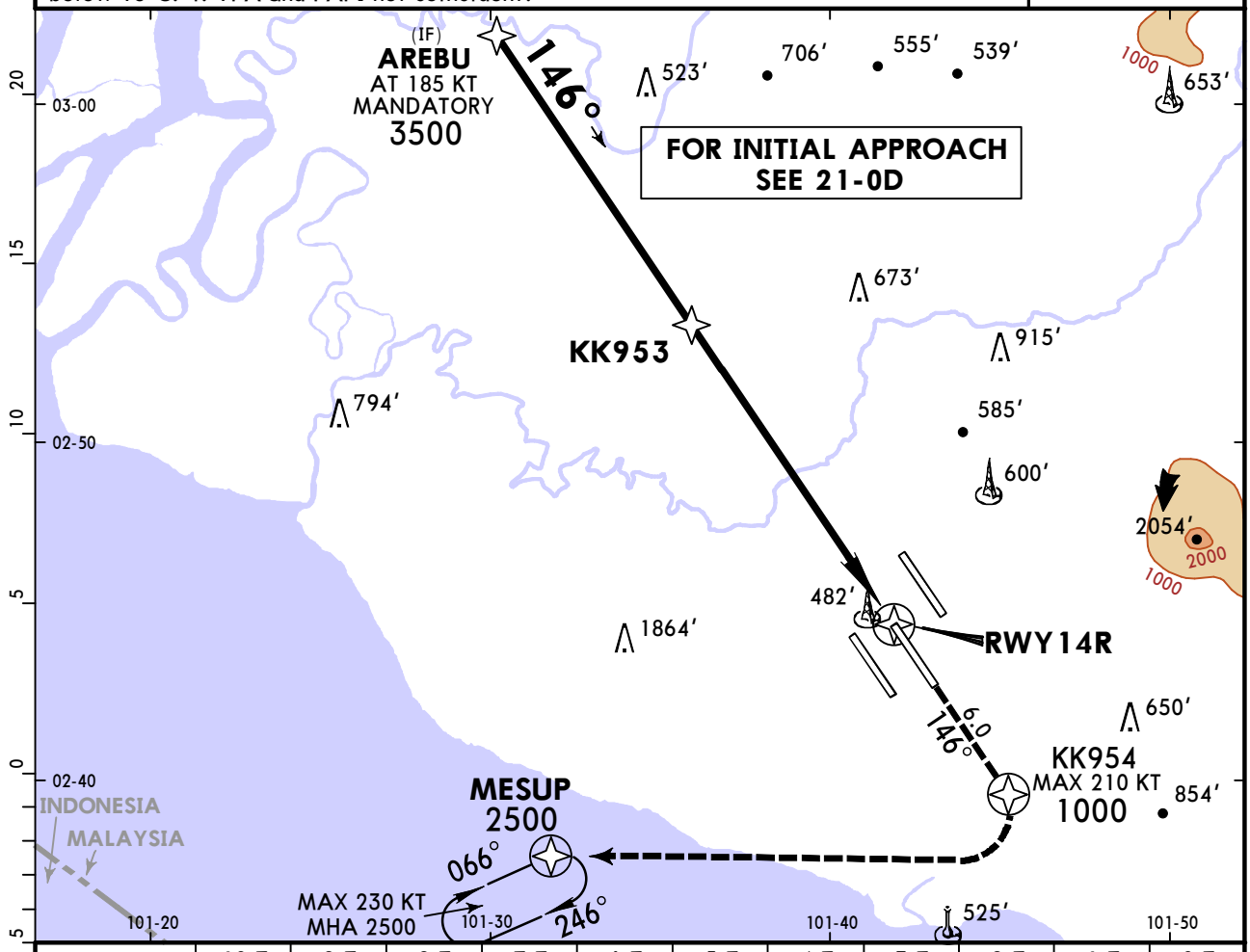
MISSED APCH: At MAP maintain track 146° to KK954 climb to 2500′. At KK954, turn RIGHT to MESUP and hold at MESUP or as directed by ATC. CAUTION: Max 210 KT until crossing KK954.

RNP Apch	Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL130	Trans alt: 11000′

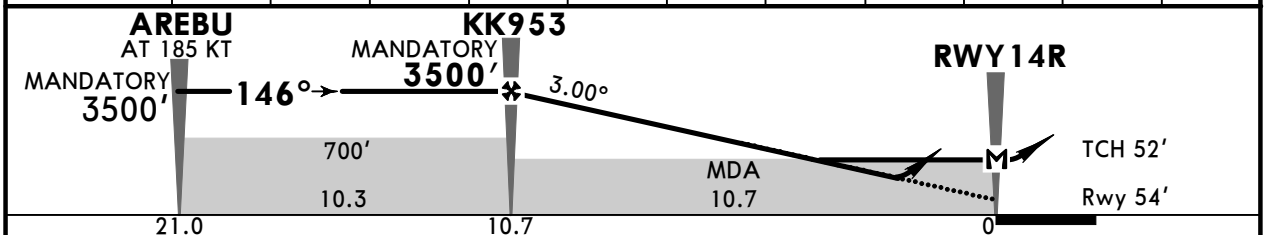
1. GNSS required. 2. Local altimeter setting required. 3. Baro VNAV not authorized below 18°C. 4. VPA and PAPI not coincident.

5300

MSA ARP



DIST to RWY14R	10.7	9.7	8.7	7.7	6.7	5.7	4.7	3.7	2.7	1.7	0.7
ALTITUDE	3500′	3183′	2864′	2546′	2228′	1909′	1591′	1272′	954′	635′	317′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWY14R							
KK953 to MAP	10.7	9:10	7:08	6:25	5:21	4:35	4:01

ALSF-II
PAPI

2500′ on 146° KK954

Std STRAIGHT-IN LANDING

	LNAV/VNAV		LNAV CDFA	
	DA(H) 630′ (576′)		1 DA/MDA(H) 670′ (616′)	
	ALS out		ALS out	
A	R1500m		R1500m	
B				
C	R1900m	R2400m	R2100m	R2400m
D				

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Reindex, initial approach reference note.

WMKK/KUL

JEPPESEN KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL - SEPANG

12 MAY 23 Eff 18 May

22-4

RNP X Rwy 14R

BRIEFING STRIP™

ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 14R/32L	Ground	
128.050	118.650	135.750	120.350	118.5	121.8	122.525

RNAV	Final Apch Crs	KK97Ø	LNAV/VNAV DA(H)	Apt Elev 69′
	146°	2500′ (2446′)	604′ (550′)	Rwy 54′

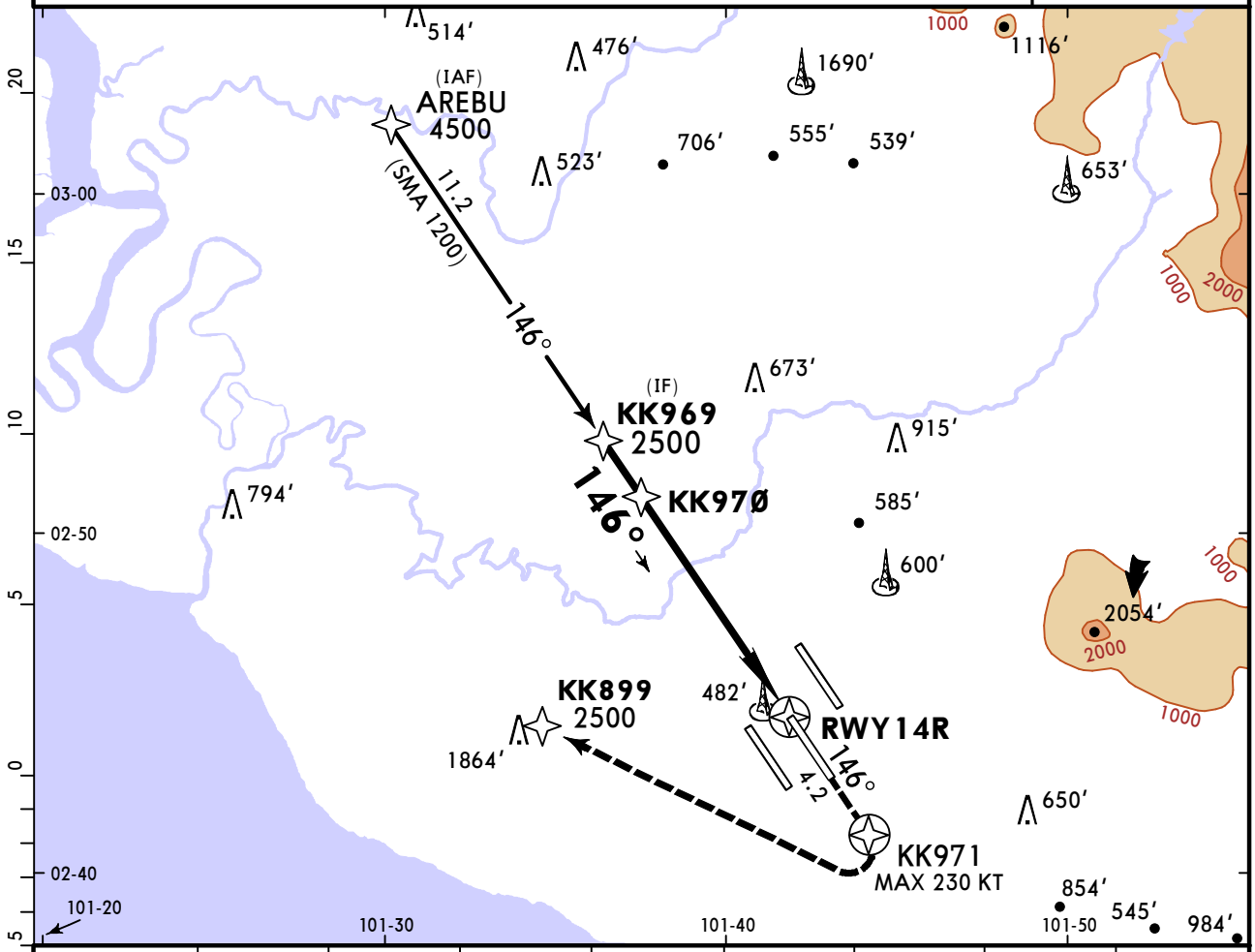
MISSED APCH: At MAP maintain track 146° to KK971 climb to 2500′ or above. At KK971, turn RIGHT to KK899 or as directed by ATC. CAUTION: Max 230 KT until crossing KK971.

RNP Apch	Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL130	Trans alt: 11000′

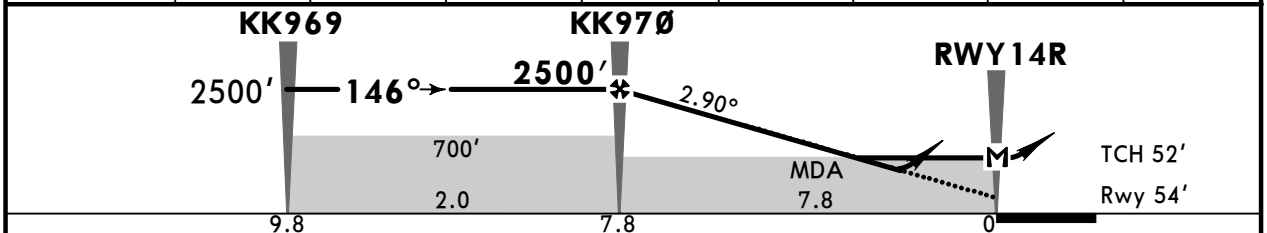
1. GNSS required. 2. Local altimeter setting required. 3. Baro VNAV not authorized below 18°C. 4. VPA and PAPI not coincident.

5300

MSA ARP



DIST to RWY14R	7.8	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2500′	2261′	1953′	1646′	1337′	1030′	722′	414′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.90°	359	462	513	616	718	821
MAP at RWY14R							
KK97Ø to MAP	7.8	6:41	5:12	4:41	3:54	3:21	2:56

ALSF-II PAPI 2500′ on 146° KK971

Std STRAIGHT-IN LANDING

	LNAV/VNAV		LNAV CDFA	
	DA(H) 604′ (550′)		1 DA/MDA(H) 670′ (616′)	
	ALS out		ALS out	
A	R1500m		R1500m	
B				
C	R1800m	R2400m	R2100m	R2400m
D				

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New procedure.

WMKK/KUL KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL - SEPANG

JEPPESEN 12 MAY 23 Eff 18 May (22-5)

RNP Y Rwy 15

BRIEFING STRIP™

ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 15/33	Ground
128.050	119.450	124.2	125.1	119.8	118.050

RNAV	Final Apch Crs	KK955 MANDATORY	LNAV/VNAV DA(H)	Apt Elev 69′
	146°	2500′ (2472′)	560′ (532′)	Rwy 28′

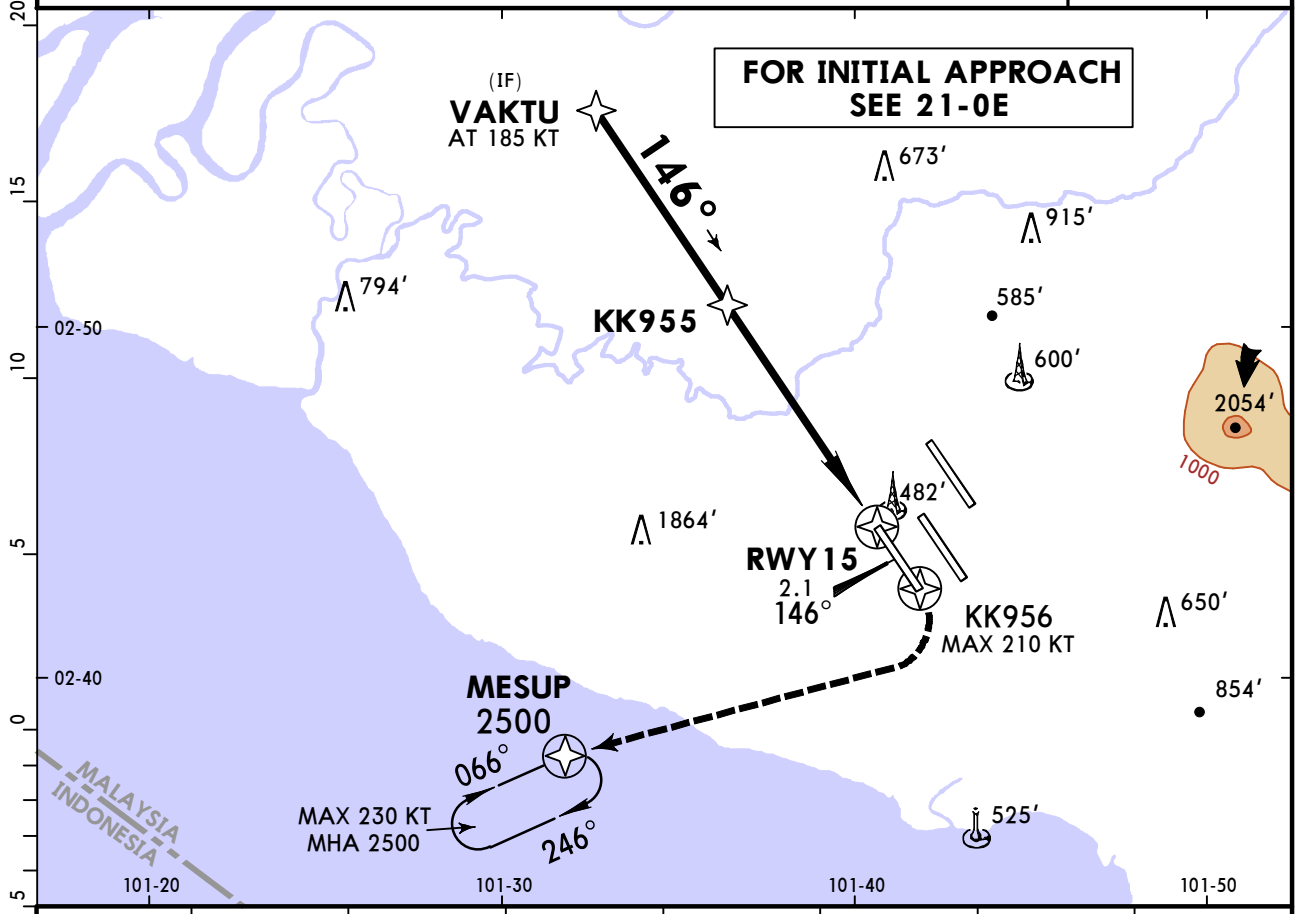
MISSED APCH: At MAP maintain track 146° to KK956 climb to 2500′.
At KK956 turn RIGHT to MESUP and hold or as directed by ATC.
CAUTION: Max 210 KT until crossing KK956.

RNP Apch	Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL130	Trans alt: 11000′

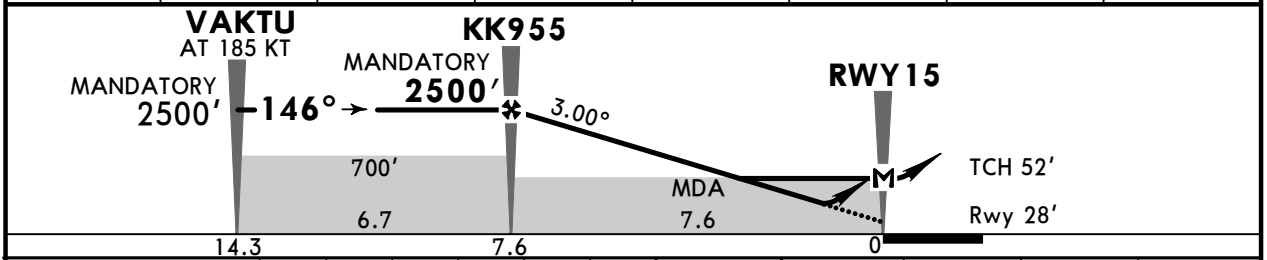
1. GNSS required. 2. Local altimeter setting required. 3. VPA and PAPI not coincident.
4. Baro VNAV not authorized below 18°C.

5300

MSA ARP



DIST to RWY15	7.6	6.6	5.6	4.6	3.6	2.6	1.6
ALTITUDE	2500′	2182′	1864′	1545′	1227′	909′	590′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWY15							
KK955 to MAP	7.6	6:31	5:04	4:34	3:48	3:15	2:51

HIALS PAPI | 2500′ | 146° | KK956

Std STRAIGHT-IN LANDING

	LNAV/VNAV		LNAV CDFA	
	DA(H) 560′ (532′)		1 DA/MDA(H) 650′ (622′)	
	ALS out		ALS out	
A	R1500m		R1500m	
B				
C	R1700m	R2400m	R2200m	R2400m
D				

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Chart reindexed.

WMKK/KUL

JEPPESEN

KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL - SEPANG

12 MAY 23 **Eff 18 May**

22-6

RNP X Rwy 15

BRIEFING STRIP™

ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 15/33	Ground
128.050	119.450	124.2	125.1	119.8	118.050

RNAV	Final Apch Crs	KK973	LNAV/VNAV DA(H)	Apt Elev 69′
	146°	**2500′** (2472′)	**556′** (528′)	Rwy 28′

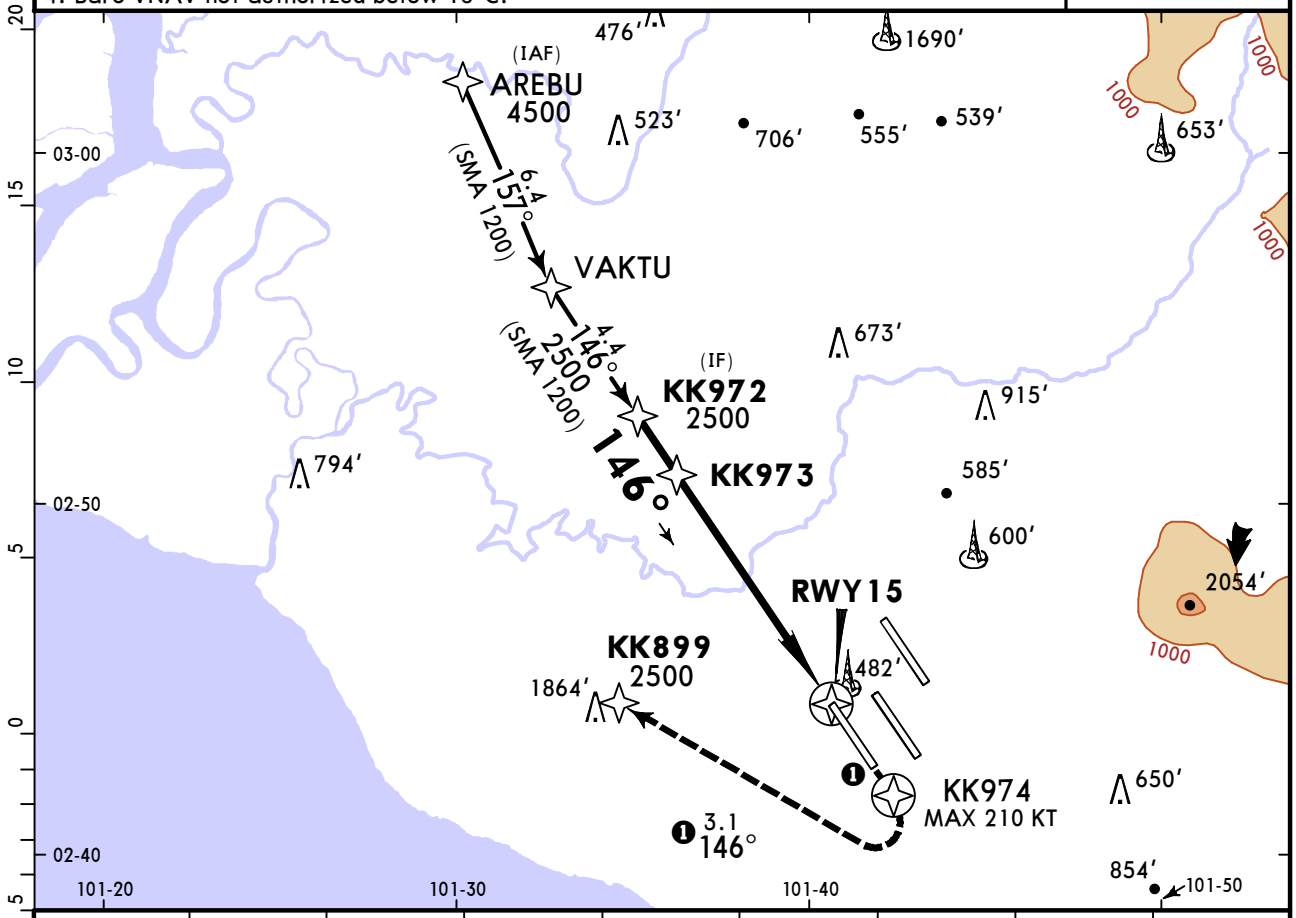
MISSED APCH: At MAP maintain track 146° to KK974 climb to 2500′ or above. At KK974, turn RIGHT to KK899 or as directed by ATC.
CAUTION: Max 210 KT until crossing KK974.

RNP Apch	Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL130	Trans alt: 11000′

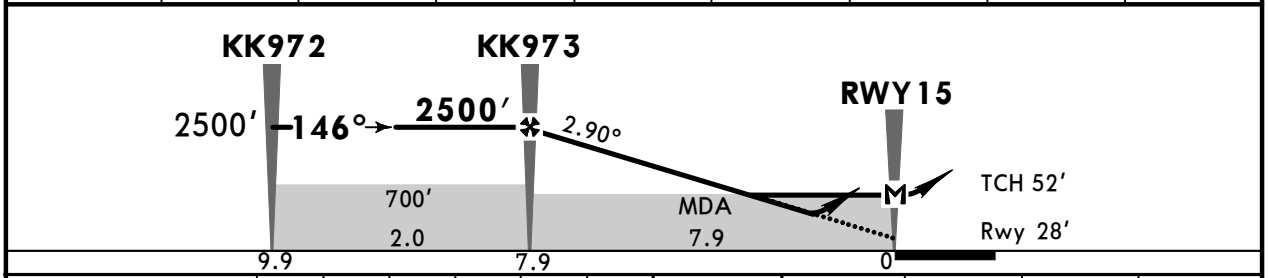
1. GNSS required. 2. Local altimeter setting required. 3. VPA and PAPI not coincident. 4. Baro VNAV not authorized below 18°C.

5300

MSA ARP



DIST to RWY15	7.9	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2500′	2235′	1972′	1620′	1312′	1004′	696′	388′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.90°	359	462	513	616	718	821
MAP at RWY15							
KK973 to MAP	7.9	6:46	5:16	4:44	3:57	3:23	2:58

HIALS
PAPI
2500′
146°
KK974

Std STRAIGHT-IN LANDING

	LNAV/VNAV		LNAV CDFA	
	DA(H) **556′** (528′)		**1** DA/MDA(H) **650′** (622′)	
	ALS out		ALS out	
A	R1500m		R1500m	
B				
C	R1700m	R2400m	R2200m	R2400m
D				

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New procedure.

WMKK/KUL

JEPPESEN KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL - SEPANG

12 MAY 23 **Eff 18 May**

22-7

RNP Y Rwy 32L

ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 14R/32L	Ground	
128.050	124.650	118.650	135.750	118.5	121.8	122.525

RNAV	Final Apch Crs	KK96Ø MANDATORY	LNAV/VNAV DA(H)	Apt Elev 69′ Rwy 48′
	326°	**3500′** (3452′)	**530′** (482′)	

MISSED APCH: At MAP track 326° to KK961 climb to 3500′. Then track 312° to KK962, then turn LEFT to PAPGO and hold or as directed by ATC. CAUTION: Max 230 KT until crossing KK962.

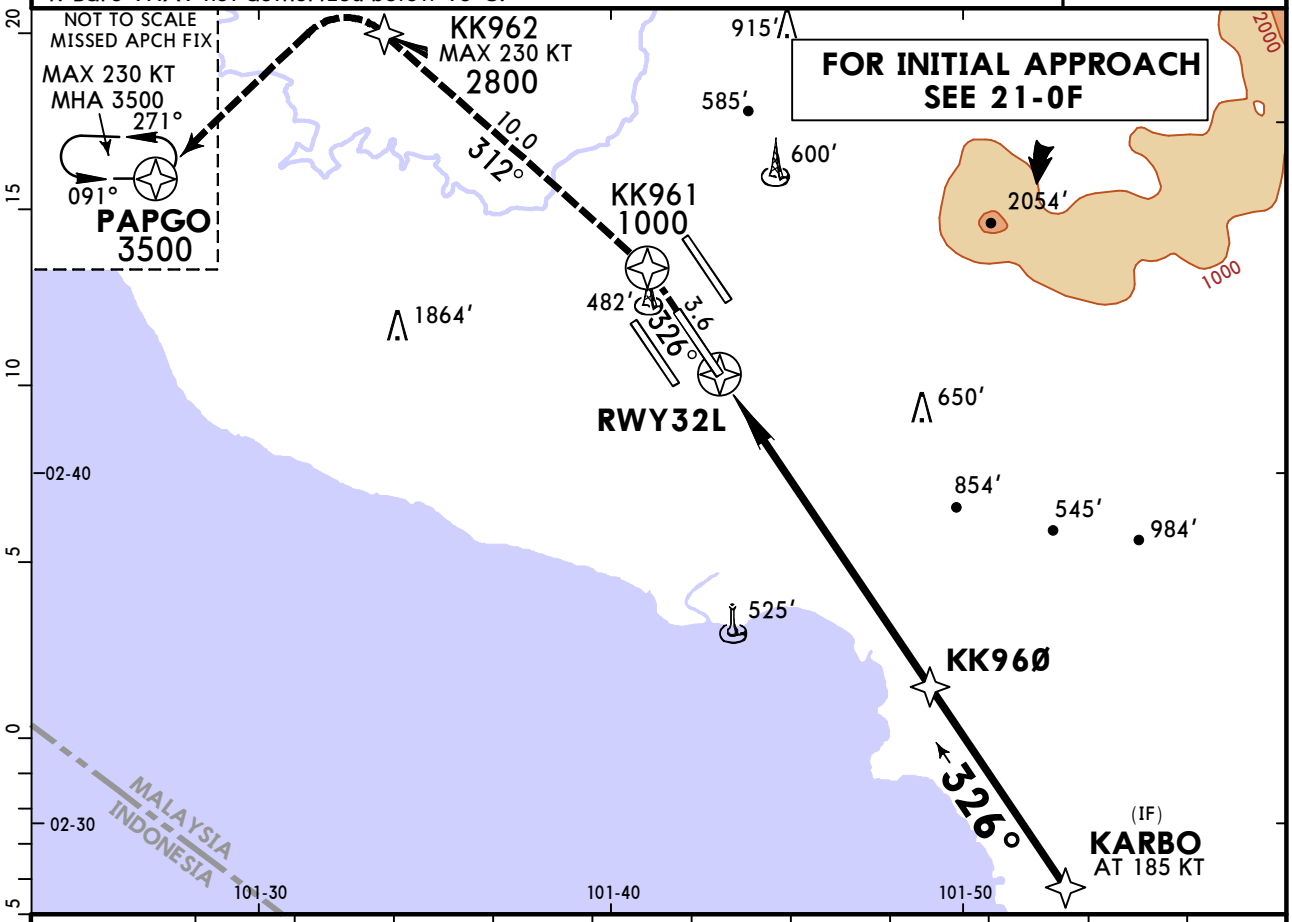
RNP Apch	Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL130	Trans alt: 11000′

1. GNSS required. 2. Local altimeter setting required. 3. VPA and PAPI not coincident. 4. Baro VNAV not authorized below 18°C.

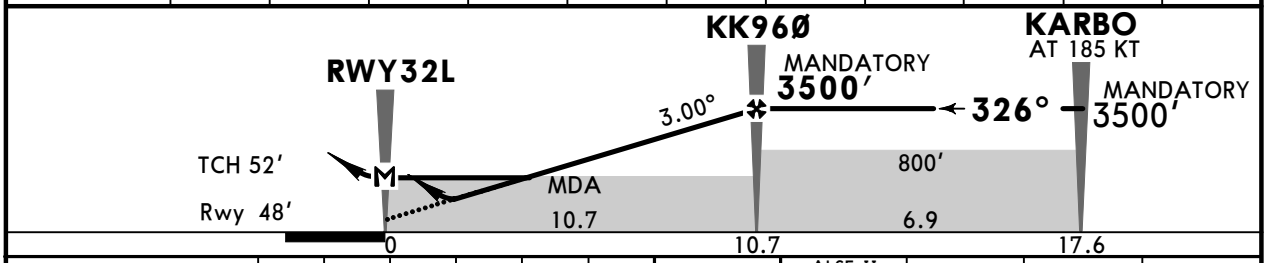
5300

MSA ARP

BRIEFING STRIP ™



DIST to RWY32L	0.7	1.7	2.7	3.7	4.7	5.7	6.7	7.7	8.7	9.7	10.7
ALTITUDE	317′	635′	954′	1272′	1591′	1909′	2228′	2546′	2864′	3183′	3500′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWY32L							
KK96Ø to MAP	10.7	9:10	7:08	6:25	5:21	4:35	4:01

ALSF-II PAPI PAPI

3500′ **326°** **KK961**

Std STRAIGHT-IN LANDING

	LNAV/VNAV		LNAV CDFA	
	DA(H) **530′** (482′)		**1** DA/MDA(H) **580′** (532′)	
	ALS out		ALS out	
A	R1500m		R1500m	
B				
C	R1500m	R2300m	R1700m	R2400m
D				

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: Chart reindexed.

WMKK/KUL

JEPPESEN

KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL - SEPANG

12 MAY 23 **Eff 18 May**

(22-8)

RNP X Rwy 32L

BRIEFING STRIP™

ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 14R/32L	Ground
128.050	125.850	119.450	125.1	119.8	118.050

RNAV	Final Apch Crs	KK98Ø	LNAV/VNAV DA(H)	Apt Elev 69′
	326°	**2500′** (2452′)	**530′** (482′)	Rwy 48′

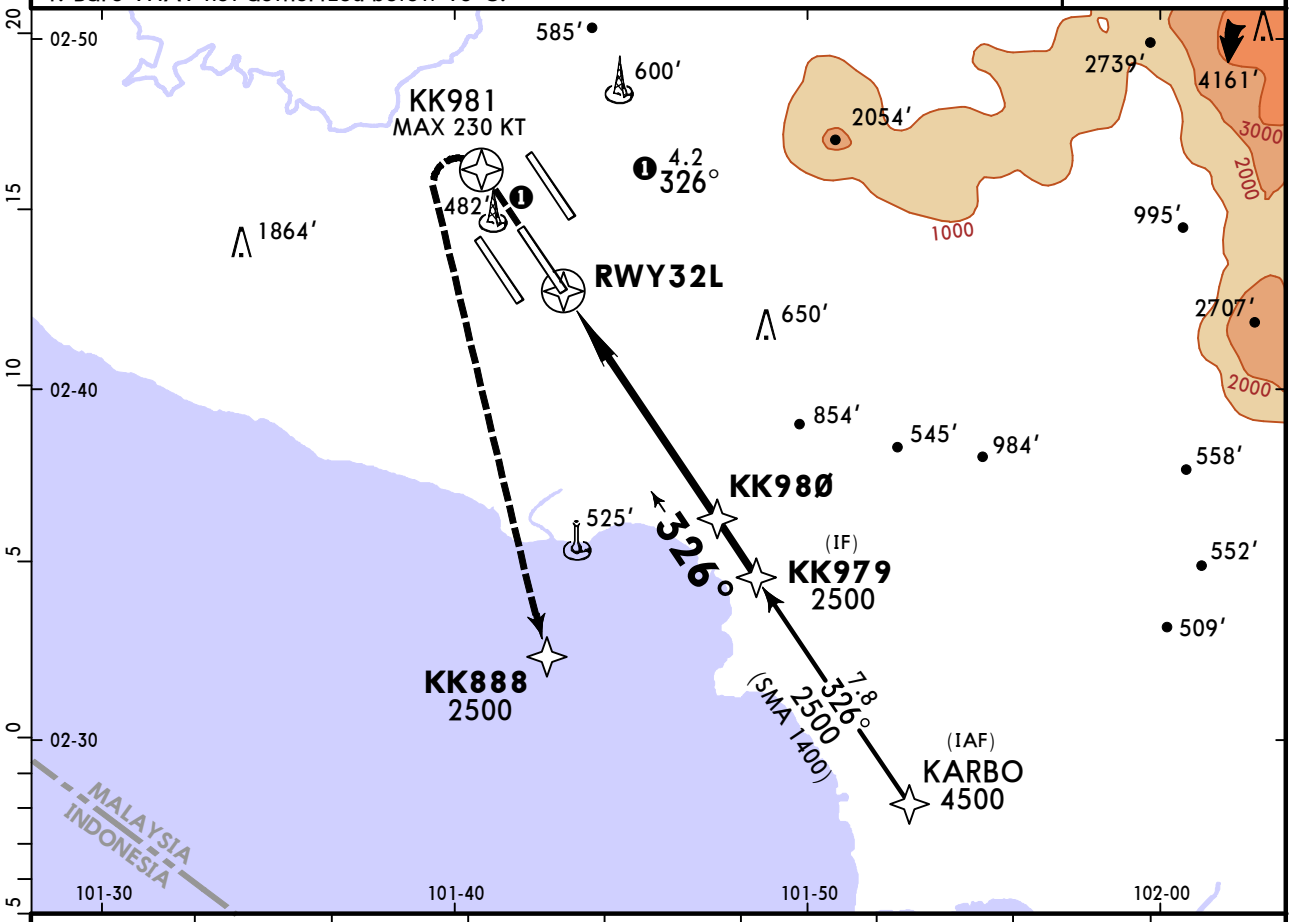
MISSED APCH: At MAP track 326° to KK981 climb to 2500′ or above.
At KK981 turn LEFT to KK888 or as directed by ATC.
CAUTION: Max 230 KT until crossing KK981.

RNP Apch	Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL130	Trans alt: 11000′

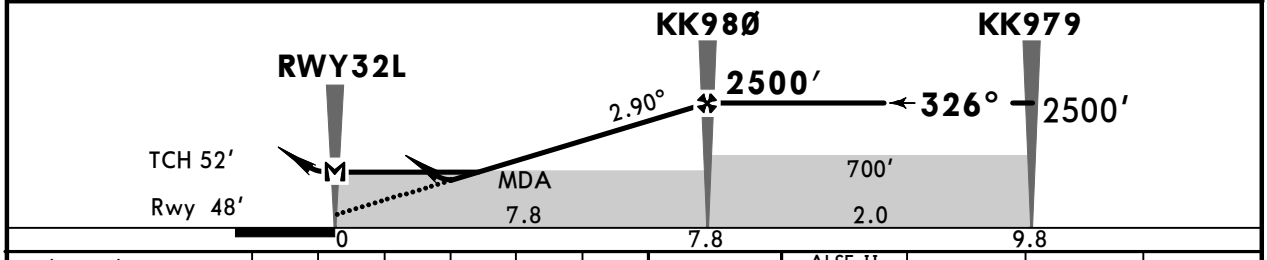
1. GNSS required. 2. Local altimeter setting required. 3. VPA and PAPI not coincident.
4. Baro VNAV not authorized below 18°C.

5300

MSA ARP



DIST to RWY32L	1.0	2.0	3.0	4.0	5.0	6.0	7.0	7.8
ALTITUDE	408′	715′	1023′	1331′	1639′	1947′	2254′	2500′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 2.90°	359	462	513	616	718	821
MAP at RWY32L						
KK98Ø to MAP 7.8	6:41	5:12	4:41	3:54	3:21	2:56

ALSF-II PAPI PAPI

2500′ **326°** **KK981**

Std STRAIGHT-IN LANDING

	LNAV/VNAV		LNAV CDFA	
	DA(H) **530′** (482′)		**1** DA/MDA(H) **580′** (532′)	
	ALS out		ALS out	
A	R1500m		R1500m	
B				
C	R1500m	R2300m	R1700m	R2400m
D				

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New procedure.

WMKK/KUL

JEPPESEN KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL - SEPANG

12 MAY 23 (22-9) Eff 18 May

RNP Y Rwy 32R

ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 14L/32R	Ground
128.050	121.250	120.350	135.750	118.8	121.650

BRIEFING STRIP™

RNAV	Final Apch Crs **326°**	**KK957** **4500′** (4431′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 69′ Rwy 69′

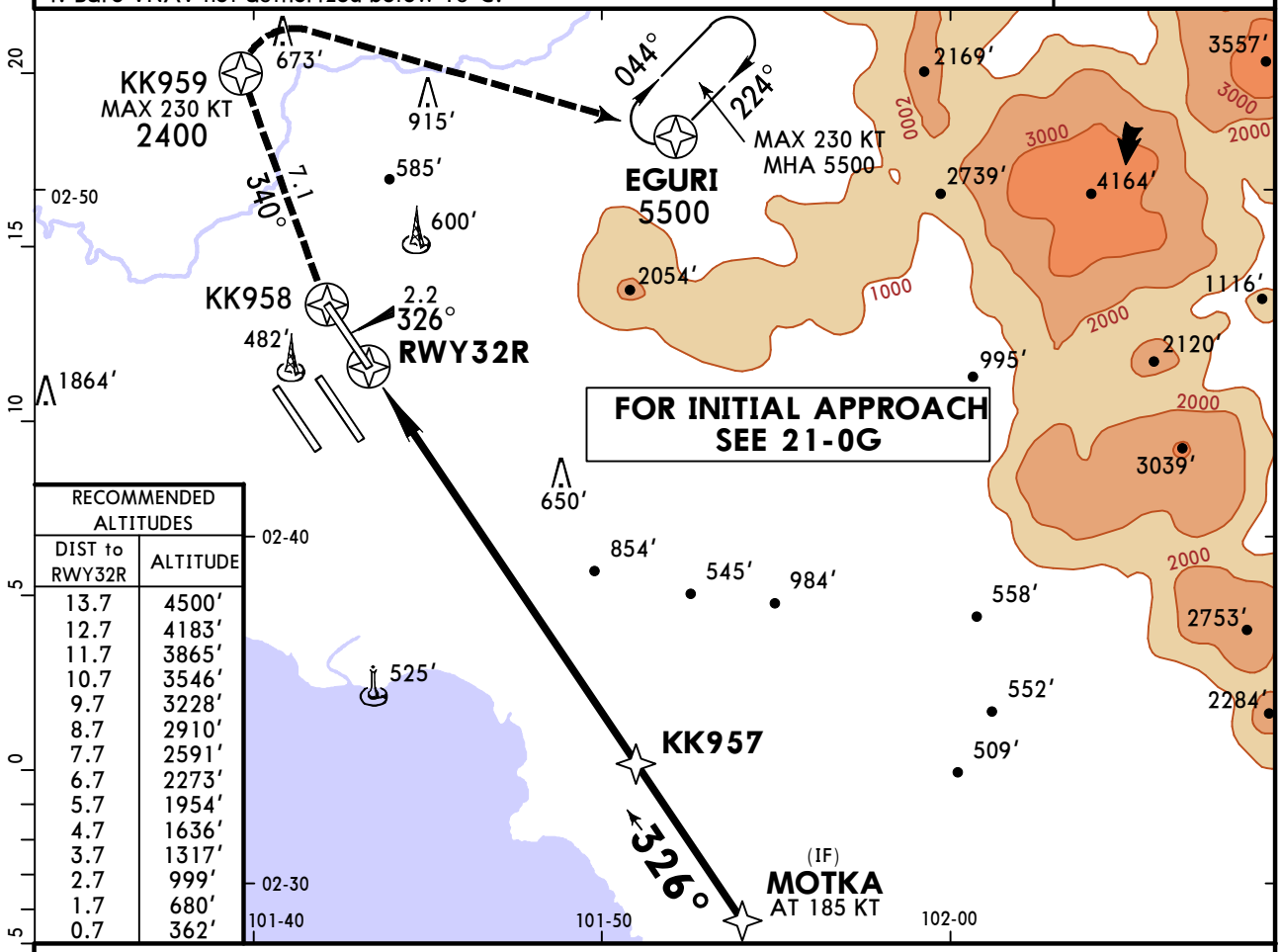
MISSED APCH: At MAP track 326° to KK958 climb to 5500′. At KK958 turn RIGHT to KK959 then turn RIGHT to EGURI and hold or as directed by ATC. CAUTION: Max 230 KT until crossing KK959. Missed apch climb gradient 3.5% until passing 5500′. Refer to minimums for missed apch climb gradient.

RNP Apch	Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: FL130	Trans alt: 11000′

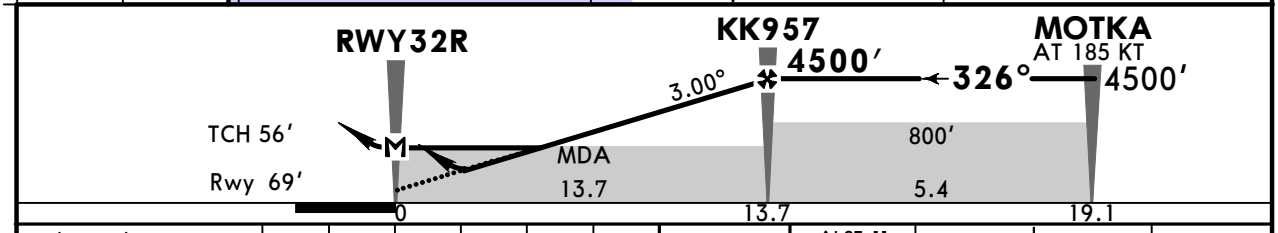
1. GNSS required. 2. Local altimeter setting required. 3. VPA and PAPI not coincident. 4. Baro VNAV not authorized below 18°C.

5300

MSA ARP



RECOMMENDED ALTITUDES	
DIST to RWY32R	ALTITUDE
13.7	4500′
12.7	4183′
11.7	3865′
10.7	3546′
9.7	3228′
8.7	2910′
7.7	2591′
6.7	2273′
5.7	1954′
4.7	1636′
3.7	1317′
2.7	999′
1.7	680′
0.7	362′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWY32R							
KK957 to MAP	13.7	11:45	9:08	8:13	6:51	5:52	5:08

ALSF-II PAPI PAPI

5500′ on 326° KK958

Std STRAIGHT-IN LANDING

PANS OPS	LNAV/VNAV		LNAV	
	1 Missed apch climb gradient 3.5% DA(H) **430′** (361′)	Missed apch climb gradient 2.5% DA(H) **1210′** (1141′)	1 Missed apch climb gradient 3.5% CDFA 2 DA/MDA(H) **600′** (531′)	Missed apch climb gradient 2.5% CDFA 2 DA/MDA(H) **1590′** (1521′)
	ALS out	ALS out	ALS out	ALS out
A	R1000m	R1500m	R1500m	R1500m
B				
C	R1700m	R2400m	R1700m	R2400m
D				

1 If unable to maintain a 3.5% missed apch climb gradient, use LNAV or LNAV/VNAV 2.5% minimums.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Chart reindexed.

WMKK/KUL

KUALA LUMPUR INTL - SEPANG

JEPPESEN

KUALA LUMPUR, MALAYSIA

12 MAY 23 (22-10) Eff 18 May

RNP X Rwy 32R

BRIEFING STRIP™

ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 14L/32R	Ground
128.050	121.250	120.350	135.750	118.8	121.650

RNAV	Final Apch Crs	KK977	LNAV/VNAV DA(H)	Apt Elev 69′
	326°	2500′ (2431′)	601′ (532′)	Rwy 69′

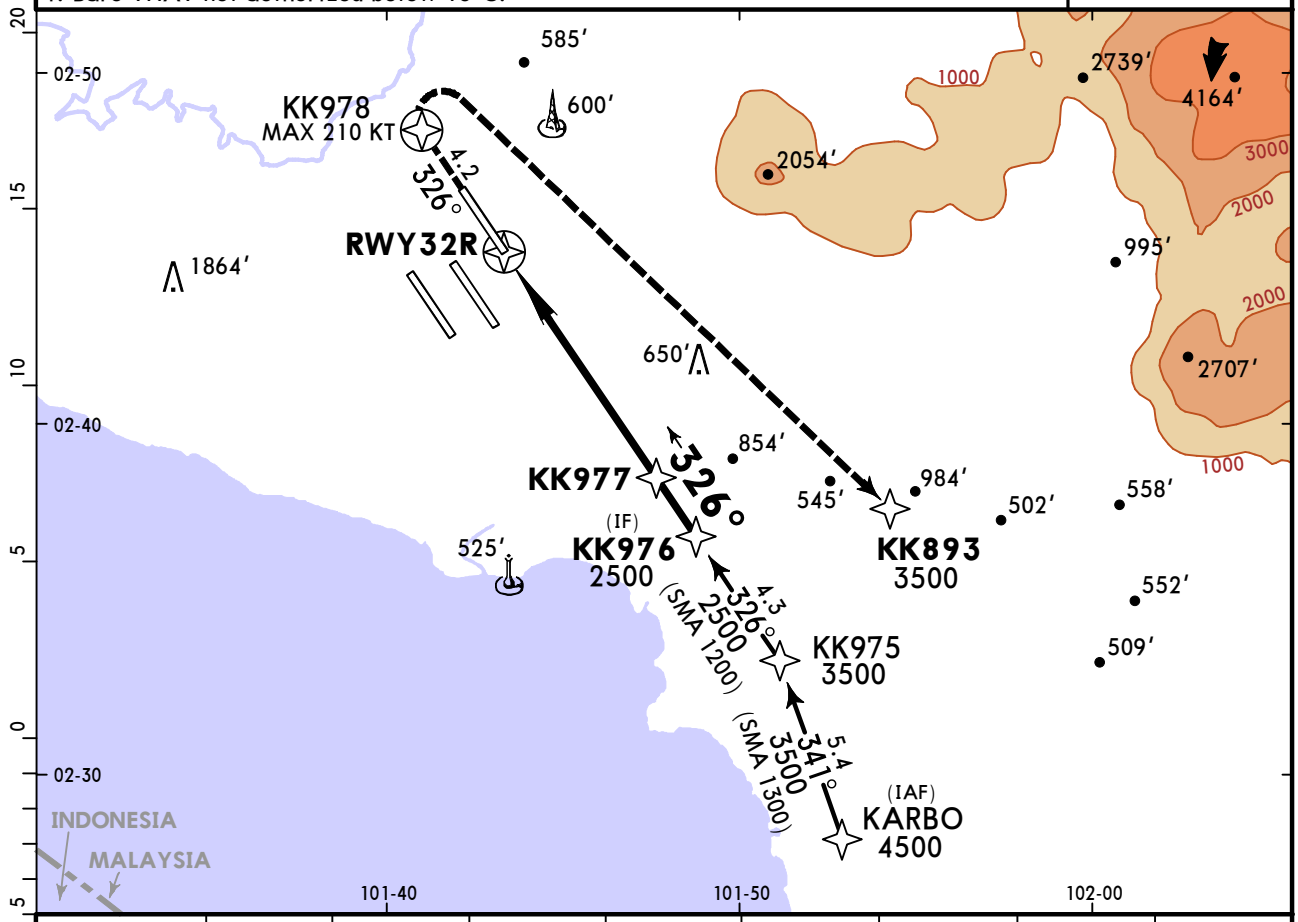
MISSED APCH: At MAP track 326° to KK978 climb to 3500′ or above.
At KK978 turn RIGHT to KK893 or as directed by ATC.
CAUTION: Speed Max 210 KT until crossing KK978.

RNP Apch	Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: FL130	Trans alt: 11000′

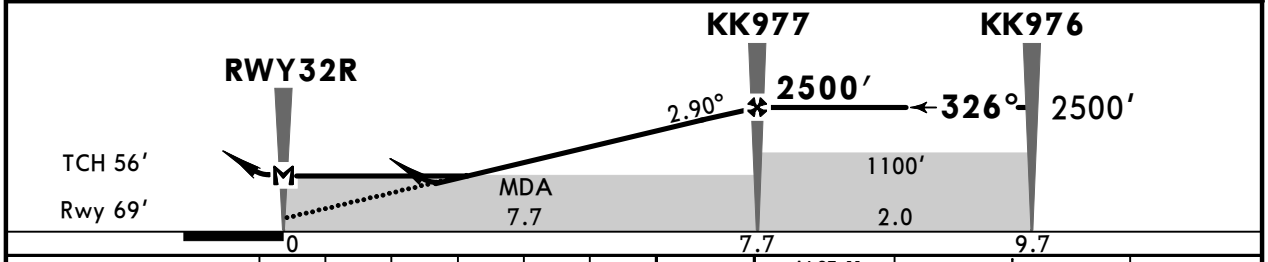
1. GNSS required. 2. Local altimeter setting required. 3. VPA and PAPI not coincident.
4. Baro VNAV not authorized below 18°C.

5300

MSA ARP



DIST to RWY32R	1.0	2.0	3.0	4.0	5.0	6.0	7.0	7.7
ALTITUDE	433′	741′	1049′	1357′	1665′	1972′	2280′	2500′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.90°	359	462	513	616	718	821
MAP at RWY32R							
KK977 to MAP	7.7	6:36	5:08	4:37	3:51	3:18	2:53

ALSF-II
PAPI PAPI

3500′ on 326° KK978

Std STRAIGHT-IN LANDING

	LNAV/VNAV		LNAV CDFA	
	DA(H) 601′ (532′)		1 DA/MDA(H) 700′ (631′)	
	ALS out		ALS out	
A	R1500m		R1500m	
B				
C	R1700m	R2400m	R2200m	R2400m
D				

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New procedure.

WMKK/KUL

KUALA LUMPUR INTL - SEPANG

JEPPESEN 12 MAY 23 22-11 Eff 18 May

KUALA LUMPUR, MALAYSIA

RNP Y Rwy 33

BRIEFING STRIP™

ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 15/33	Ground
128.050	119.450	125.850	125.1	119.8	118.050

RNAV	Final Apch Crs	KK963 MANDATORY	LNAV/VNAV DA(H)	Apt Elev 69′ Rwy 28′
	326°	2500′ (2472′)	500′ (472′)	

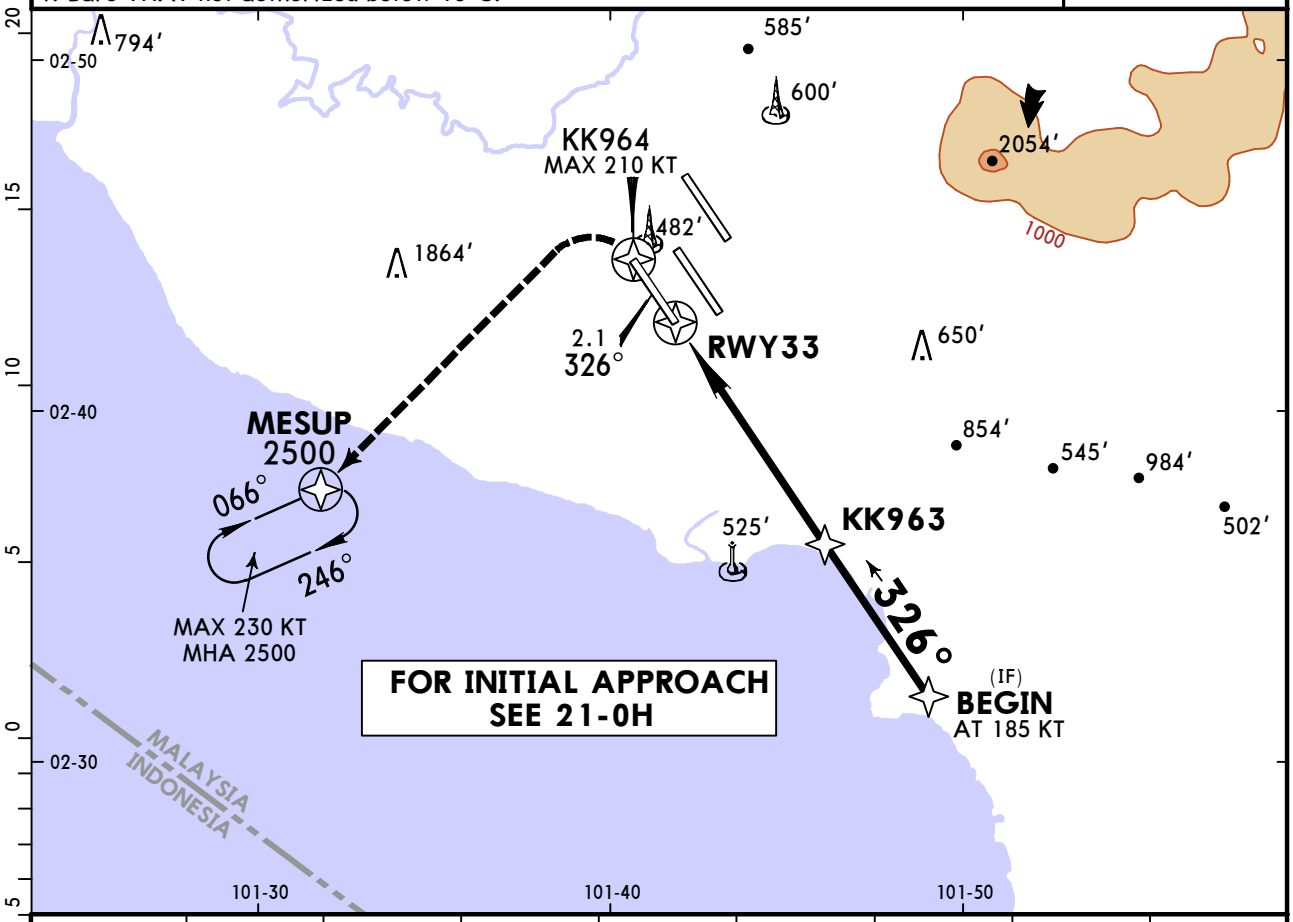
MISSED APCH: At MAP maintain track 326° to KK964 climb to 2500′.
At KK964 turn LEFT to MESUP and hold or as directed by ATC.
CAUTION: Max 210 KT until crossing KK964.

RNP Apch	Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL130	Trans alt: 11000′

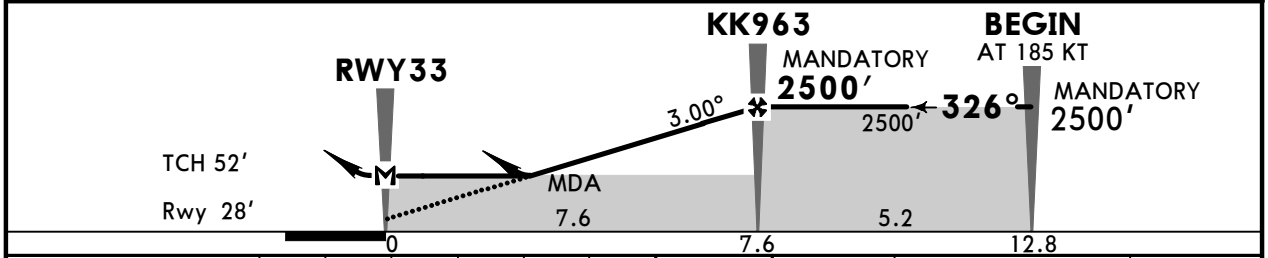
1. GNSS required. 2. Local altimeter setting required. 3. VPA and PAPI not coincident.
4. Baro VNAV not authorized below 18°C.

5300

MSA ARP



DIST to RWY33	0.6	1.6	2.6	3.6	4.6	5.6	6.6	7.6
ALTITUDE	271′	590′	909′	1227′	1545′	1864′	2182′	2500′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWY33							
KK963 to MAP	7.6	6:31	5:04	4:34	3:48	3:15	2:51

HIALS
PAPI
2500′ on 326°
KK964

Std STRAIGHT-IN LANDING

	LNAV/VNAV		LNAV CDFA	
	DA(H) 500′ (472′)		1 DA/MDA(H) 500′ (472′)	
	ALS out		ALS out	
A	R1500m		R1500m	
B				
C	R1500m	R2200m	R1500m	R2200m
D				

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: Chart reindexed.

WMKK/KUL

KUALA LUMPUR INTL - SEPANG

JEPPESEN 12 MAY 23 22-12 Eff 18 May

KUALA LUMPUR, MALAYSIA

RNP X Rwy 33

BRIEFING STRIP™

ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 15/33	Ground
128.050	119.450	125.850	125.1	119.8	118.050

RNAV	Final Apch Crs	KK983	LNAV/VNAV DA(H)	Apt Elev 69′
	326°	2500′ (2472′)	500′ (472′)	Rwy 28′

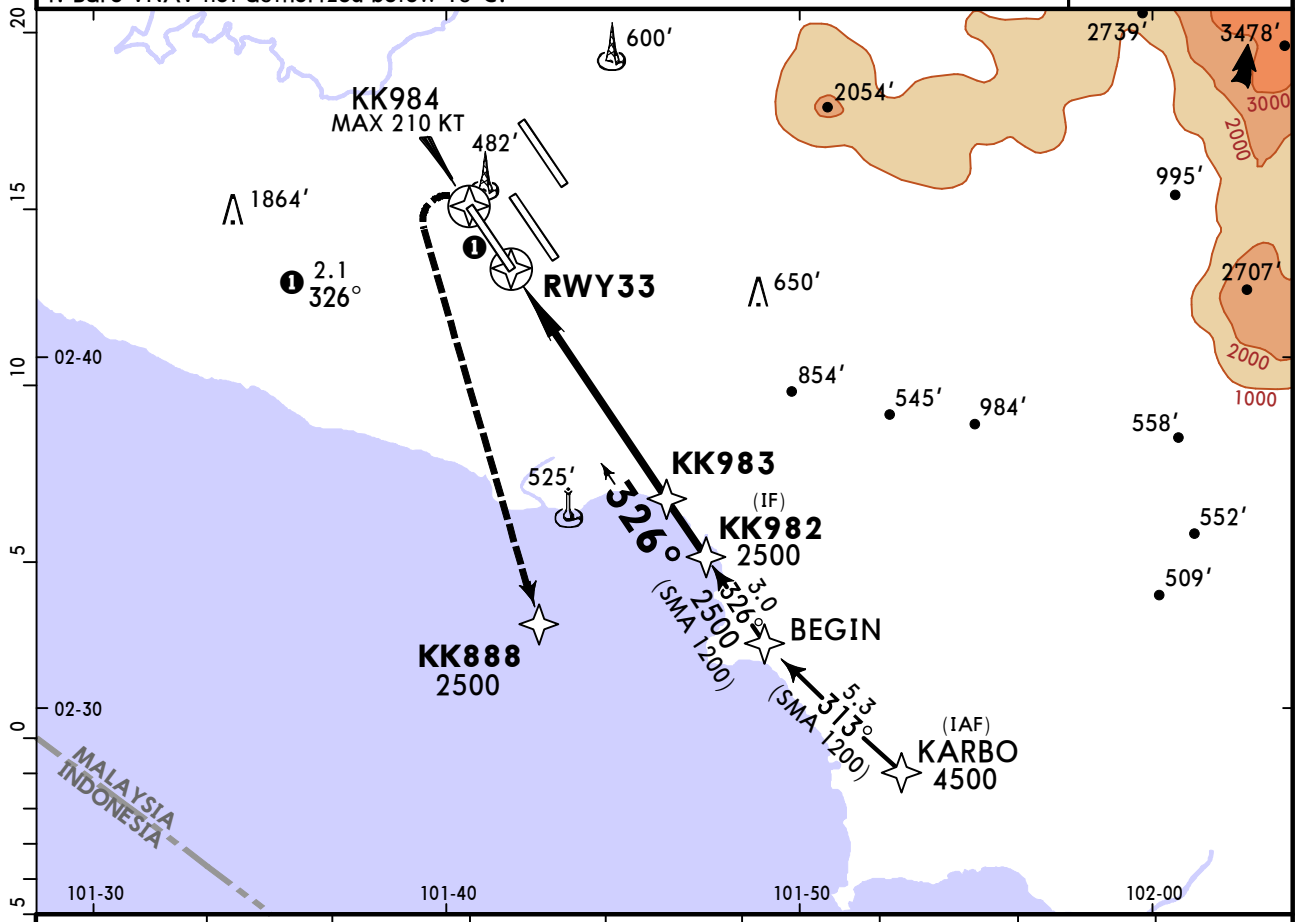
MISSED APCH: At MAP maintain track 326° to KK984 climb to 2500′ or above. At KK984 turn LEFT to KK888 or as directed by ATC.
CAUTION: Speed Max 210 KT until crossing KK984.

RNP Apch	Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL130	Trans alt: 11000′

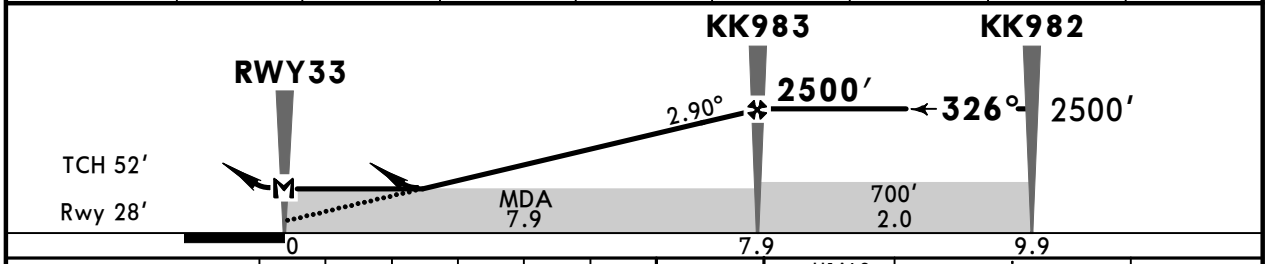
1. GNSS required. 2. Local altimeter setting required. 3. VPA and PAPI not coincident. 4. Baro VNAV not authorized below 18°C.

5300

MSA ARP



DIST to RWY33	1.0	2.0	3.0	4.0	5.0	6.0	7.0	7.9
ALTITUDE	388′	696′	1004′	1312′	1620′	1927′	2235′	2500′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.90°	359	462	513	616	718	821
MAP at RWY33							
KK983 to MAP	7.9	6:46	5:16	4:44	3:57	3:23	2:58

HIALS
PAPI

2500′ on 326° KK984

Std STRAIGHT-IN LANDING

	LNAV/VNAV		LNAV CDFA	
	DA(H) 500′ (472′)		1 DA/MDA(H) 500′ (472′)	
	ALS out		ALS out	
A	R1500m		R1500m	
B				
C	R1500m	R2200m	R1500m	R2200m
D				

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New procedure.

WMKK/KUL
KUALA LUMPUR INTL - SEPANG

JEPPESEN
12 MAY 23
Eff 18 May
22-20

KUALA LUMPUR, MALAYSIA
CAT C & D **RNP Z Rwy 32R (AR)**

ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 14L/32R	LUMPUR Tower Rwy 14R/32L	Ground
128.05	121.25	120.35	135.75	118.8	118.5	121.65

BRIEFING STRIP

RNAV	Final Apch Crs **326°**	**KK519** MANDATORY **1700′** (1631′)	RNP 0.30 DA(H) **499′** (430′)	Apt Elev 69′ Rwy 69′

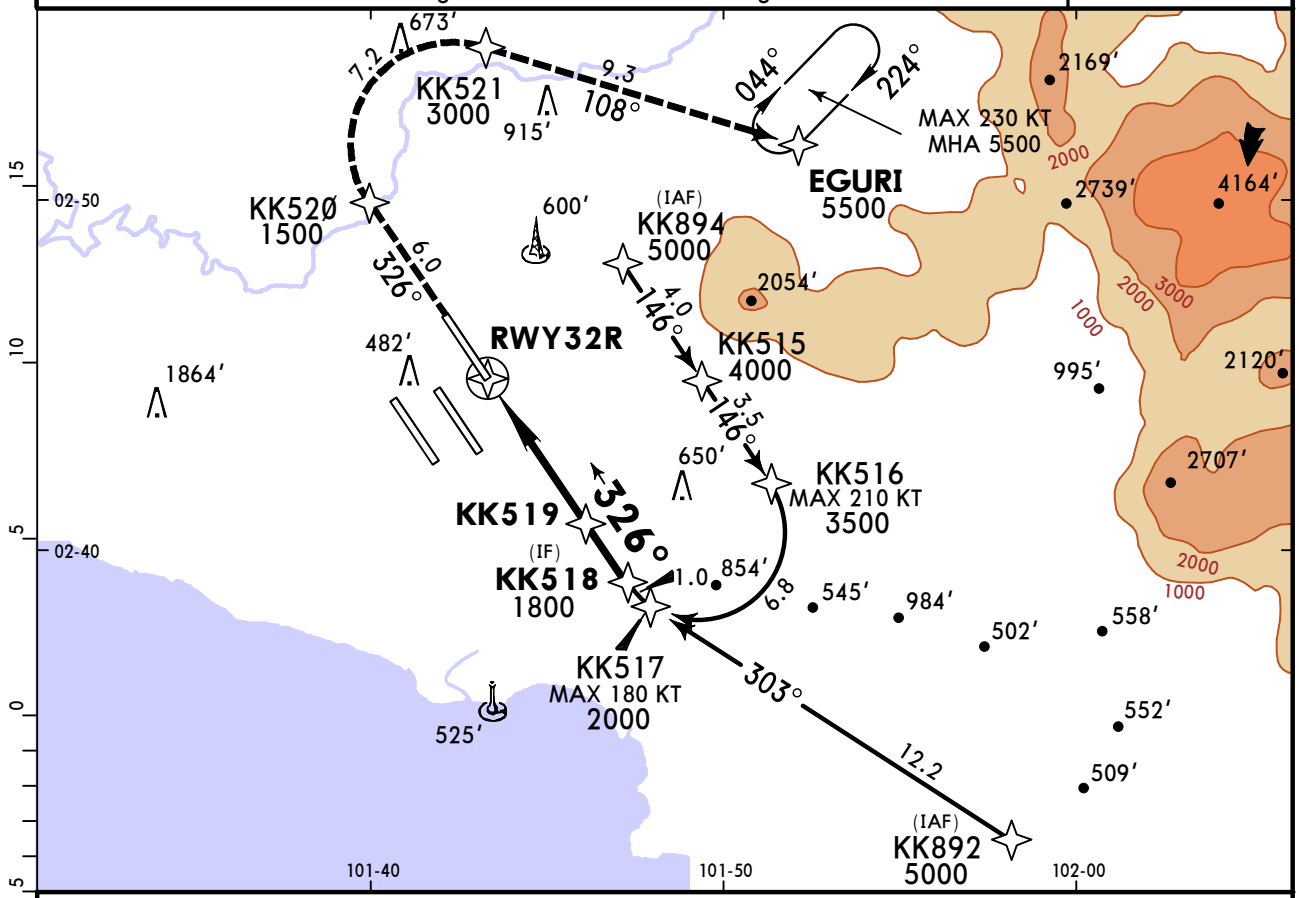
MISSED APCH: Climb to 5500′ or above via RNP (AR) missed approach, track to EGURI and hold or as directed by ATC.

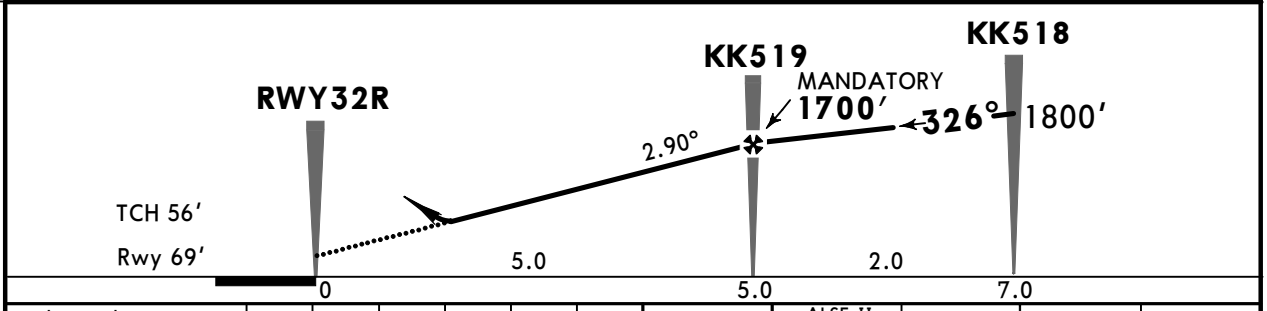
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL130 Trans alt: 11000′

RNP 0.30 from IAFs to Thr. RNP 0.50 from RWY32R to KK52Ø.

1. Authorization required. 2. RF required. 3. GNSS required. 4. Local altimeter setting required. 5. Approach not authorized when airport temperature below 18°C or above 40°C. 6. PAPI and Vertical Path Angle not coincident. 7. Circling not authorized.

5300
MSA ARP





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 2.90°	359	462	513	616	718	821

ALSF-II PAPI PAPI

5500′ via **RNP (AR)** TRACK **EGURI**

Std STRAIGHT-IN LANDING

RNP 0.30

DA(H) **499′** (430′)

ALS out

PANS OPS

A	NOT APPLICABLE	
B		
C	R1300m	R2000m
D		

CHANGES: New procedure.

WMKK/KUL
KUALA LUMPUR INTL - SEPANG

JEPPESEN
12 MAY 23
Eff 18 May
22-21

KUALA LUMPUR, MALAYSIA
CAT C & D RNP Z Rwy 33 (AR)

ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 15/33	Ground
128.05	125.85	119.45	125.1	119.8	118.05

RNAV	Final Apch Crs	KK512 MANDATORY	RNP 0.30 DA(H)	Apt Elev 69′ Rwy 28′
	326°	1700′ (1672′)	530′ (502′)	

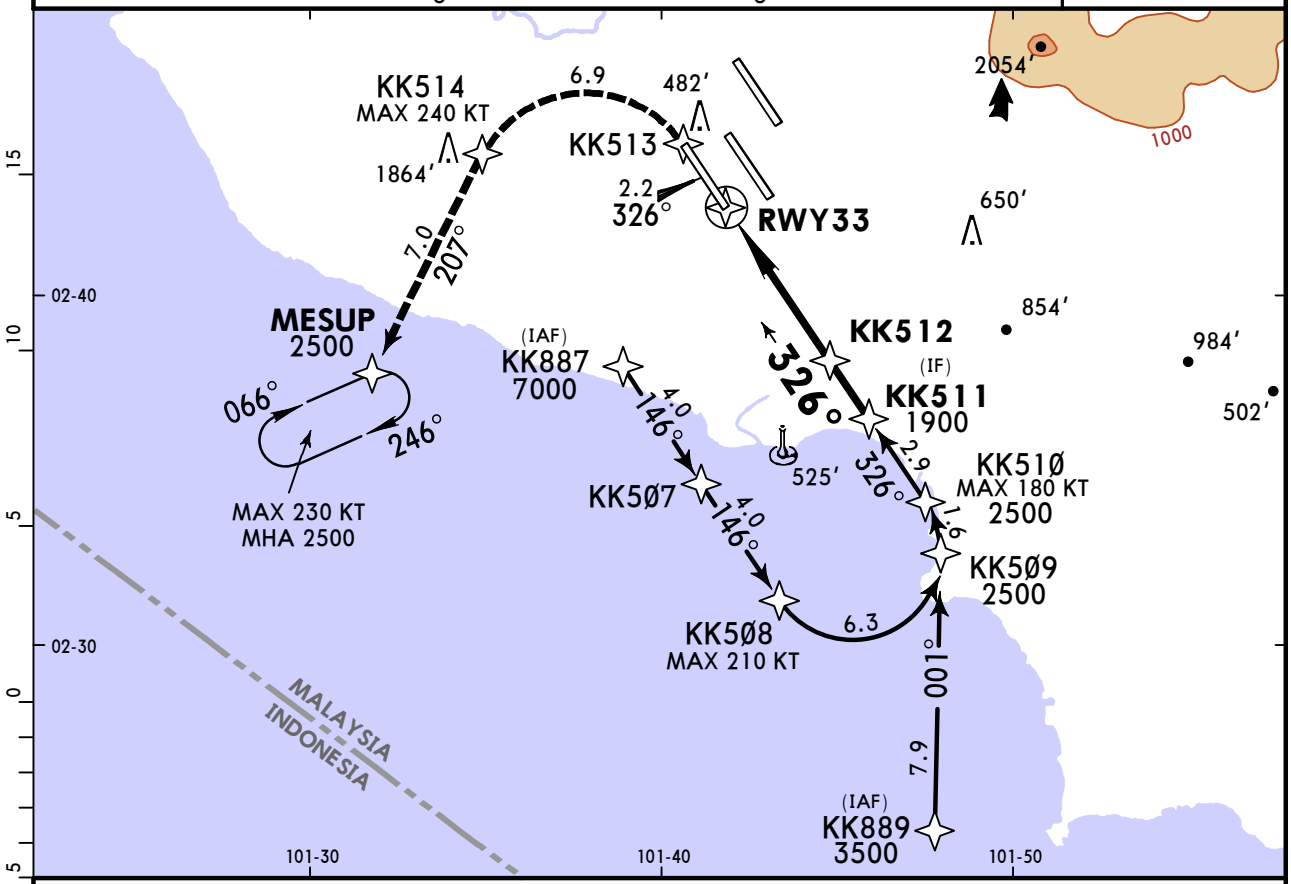
MISSED APCH: Climb to 2500′ or above via RNP (AR) missed approach, track to MESUP and hold or as directed by ATC.

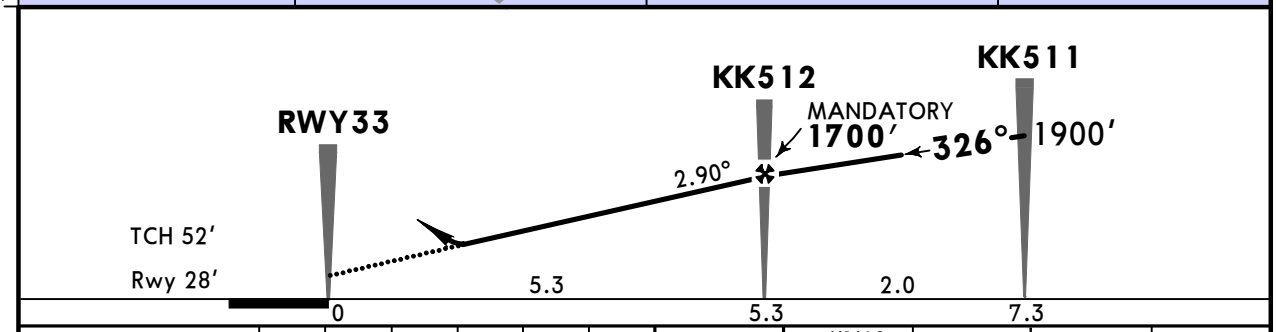
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL130 | Trans alt: 11000′

RNP 0.30 from KK887 & KK889 to Thr. RNP 0.50 from RWY33 to KK513.

1. Authorization required. 2. RF required. 3. GNSS required. 4. Local altimeter setting required. 5. Approach not authorized when airport temperature below 18°C or above 40°C. 6. PAPI and Vertical Path Angle not coincident. 7. Circling not authorized.

5300
MSA ARP





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 2.90°	359	462	513	616	718	821

HIALS
PAPI

2500′ via RNP (AR) TRACK

MESUP

Std STRAIGHT-IN LANDING

RNP 0.30

DA(H) **530′** (502′)

ALS out

PANS OPS

A	NOT APPLICABLE	
B		
C	R1600m	R2400m
D		

CHANGES: New procedure.

WMKK/KUL KUALA LUMPUR, MALAYSIA

JEPPESEN

KUALA LUMPUR INTL - SEPANG 22 DEC 23 (23-1)

VOR DME Rwy 14L

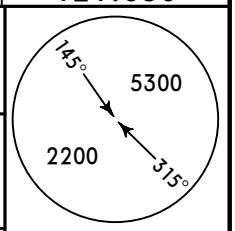
ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 14L/32R	Ground
128.050	118.650	120.350	135.750	118.8	121.650

VOR VKL	Final Apch Crs	D17.7 VKL	DA/MDA(H)	Apt Elev 69′
116.1	146°	4500′ (4446′)	720′ (666′)	Rwy 54′

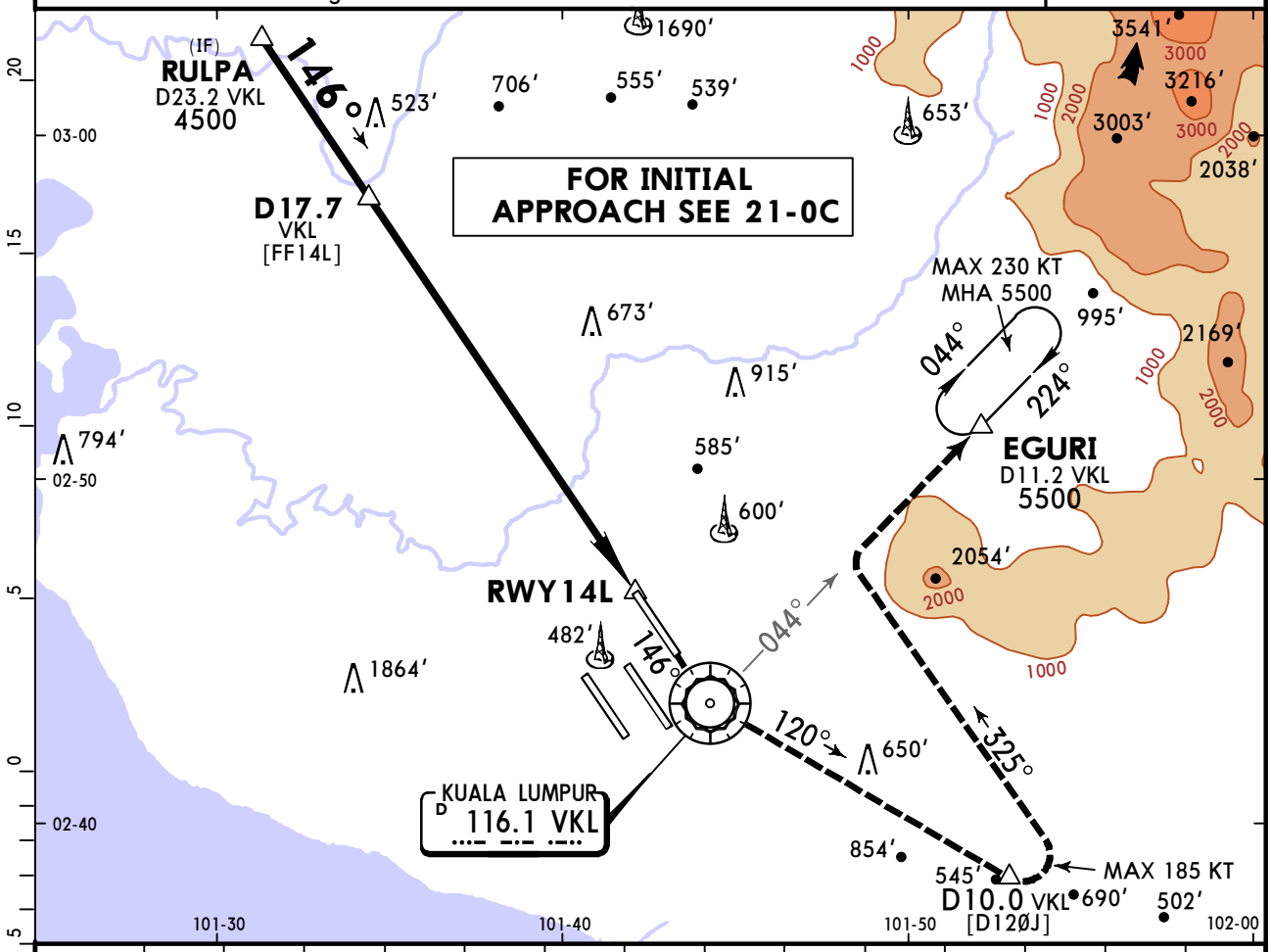
BRIEFING STRIP™

MISSED APCH: At MAP climb to 5500′ on track 146° then turn LEFT on VKL VOR R-120 until D10.0 VKL then turn LEFT on track 325° to intercept VKL VOR R-044 to EGURI and hold or as directed by ATC.
CAUTION: MAX 185 KT until complete turn.

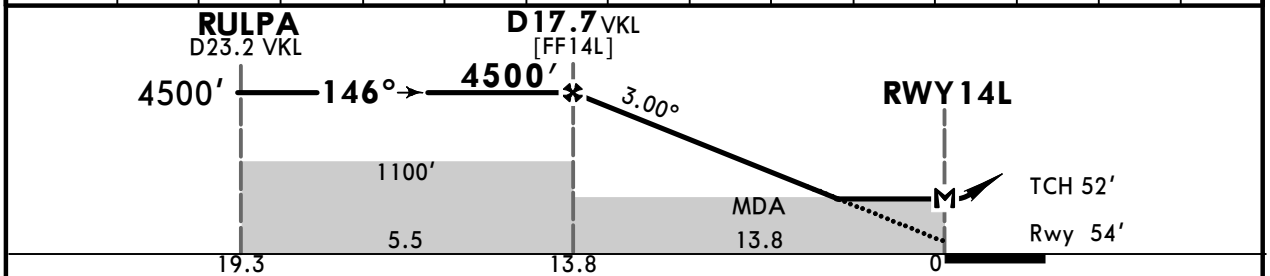
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL130 | Trans alt: 11000′
Use local altimeter setting.



MSA VKL VOR



VKL DME	17.7	16.6	15.6	14.6	13.6	12.6	11.6	10.6	9.6	8.6	7.6	6.6	5.6	4.6
ALTITUDE	4500′	4151′	3832′	3514′	3196′	2877′	2559′	2240′	1922′	1604′	1285′	967′	648′	330′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWY14L							
D17.7 VKL to MAP	13.8	11:50	9:12	8:17	6:54	5:55	5:11

ALSF-II
PAPI PAPI

5500′ on 146°

Std

STRAIGHT-IN LANDING
VOR DME
CDFA
1 DA/MDA(H) **720′** (666′)

ALS out

PANS OPS

A	R1500m
B	
C	R2400m
D	

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Reference note added.

WMKK/KUL

KUALA LUMPUR INTL - SEPANG

JEPPESEN 22 DEC 23 (23-2)

KUALA LUMPUR, MALAYSIA

VOR DME Rwy 15

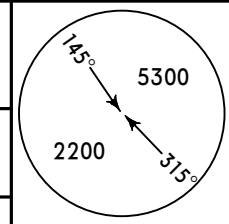
ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 15/33	Ground
128.050	124.2	119.450	125.1	119.8	118.050

VOR VSP	Final Apch Crs	D6.6 VSP MANDATORY	DA/MDA(H)	Apt Elev 69′
114.4	146°	2500′ (2472′)	570′ (542′)	Rwy 28′

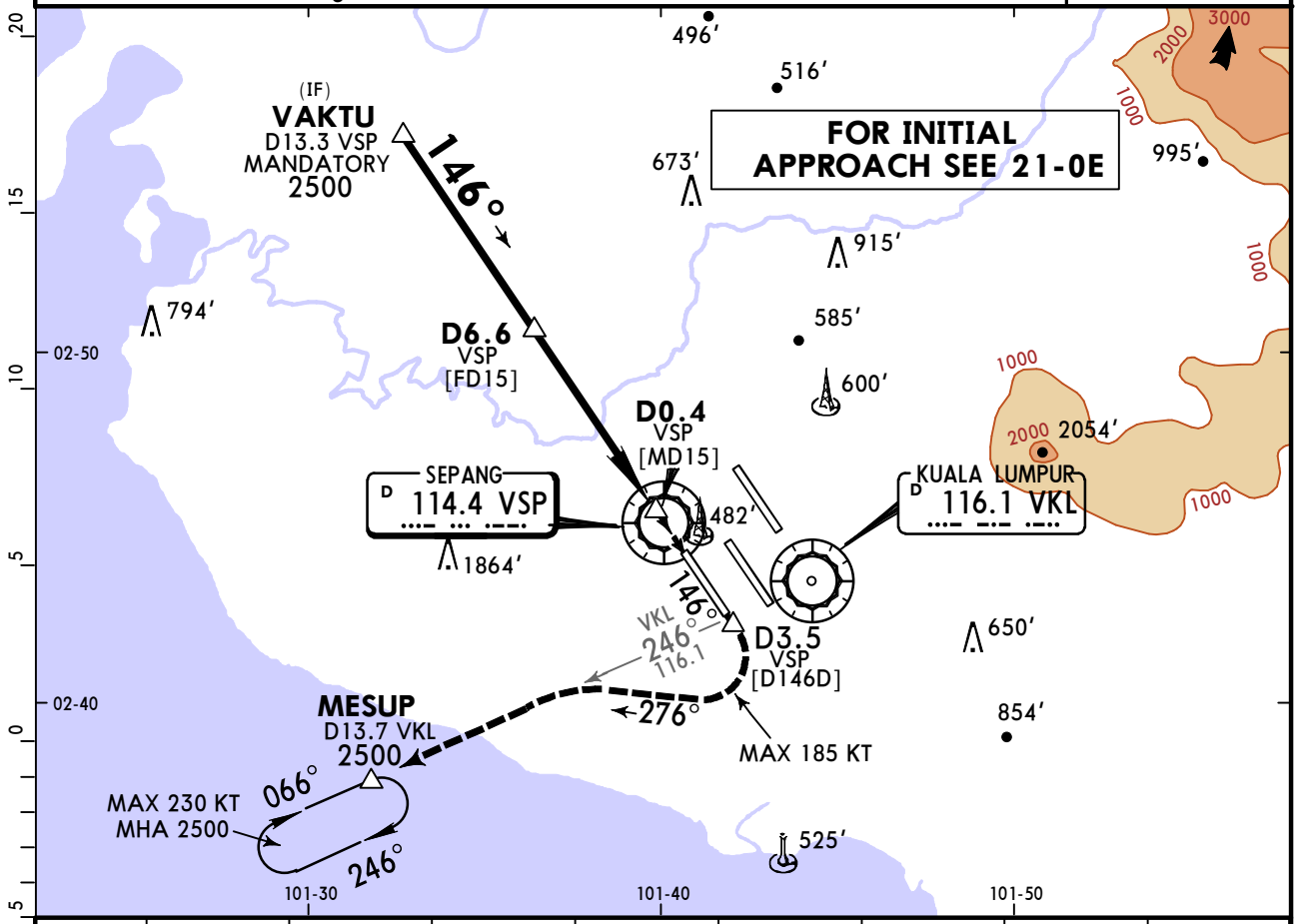
MISSED APCH: At MAP, climb 2500′ on track 146°, passing D3.5 VSP turn RIGHT on track 276° to intercept VKL VOR R-246 to MESUP and hold or as directed by ATC. CAUTION: MAX 185 KT until MESUP.

Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL130	Trans alt: 11000′

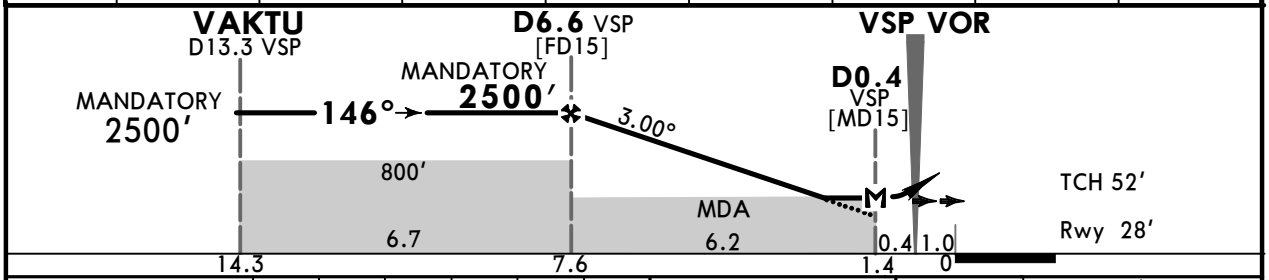
Use local altimeter setting.



MSA VKL VOR



VSP DME	6.6	5.6	4.6	3.6	2.6	1.6	0.6	0.4
ALTITUDE	2500′	2181′	1862′	1544′	1226′	908′	590′	271′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.4 VSP							
D6.6 VSP to MAP	6.2	5:19	4:08	3:43	3:06	2:39	2:20

HIALS
PAPI

2500′ on 146°

Std

STRAIGHT-IN LANDING
VOR DME

CDFA

1 DA/MDA(H) **570′** (542′)

	ALS out
A	R1500m
B	
C	R1800m
D	R2400m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Reference note added.

WMKK/KUL

KUALA LUMPUR INTL - SEPANG

JEPPESEN 22 DEC 23 (23-3)

KUALA LUMPUR, MALAYSIA

VOR DME Rwy 32R

BRIEFING STRIP ™

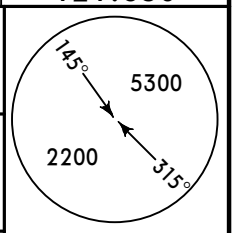
ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 14L/32R	Ground
128.050	121.250	120.350	135.750	118.8	121.650

VOR VKL	Final Apch Crs	D12.0 VKL	DA/MDA(H)	Apt Elev 69′
116.1	326°	4500′ (4431′)	810′ (741′)	Rwy 69′

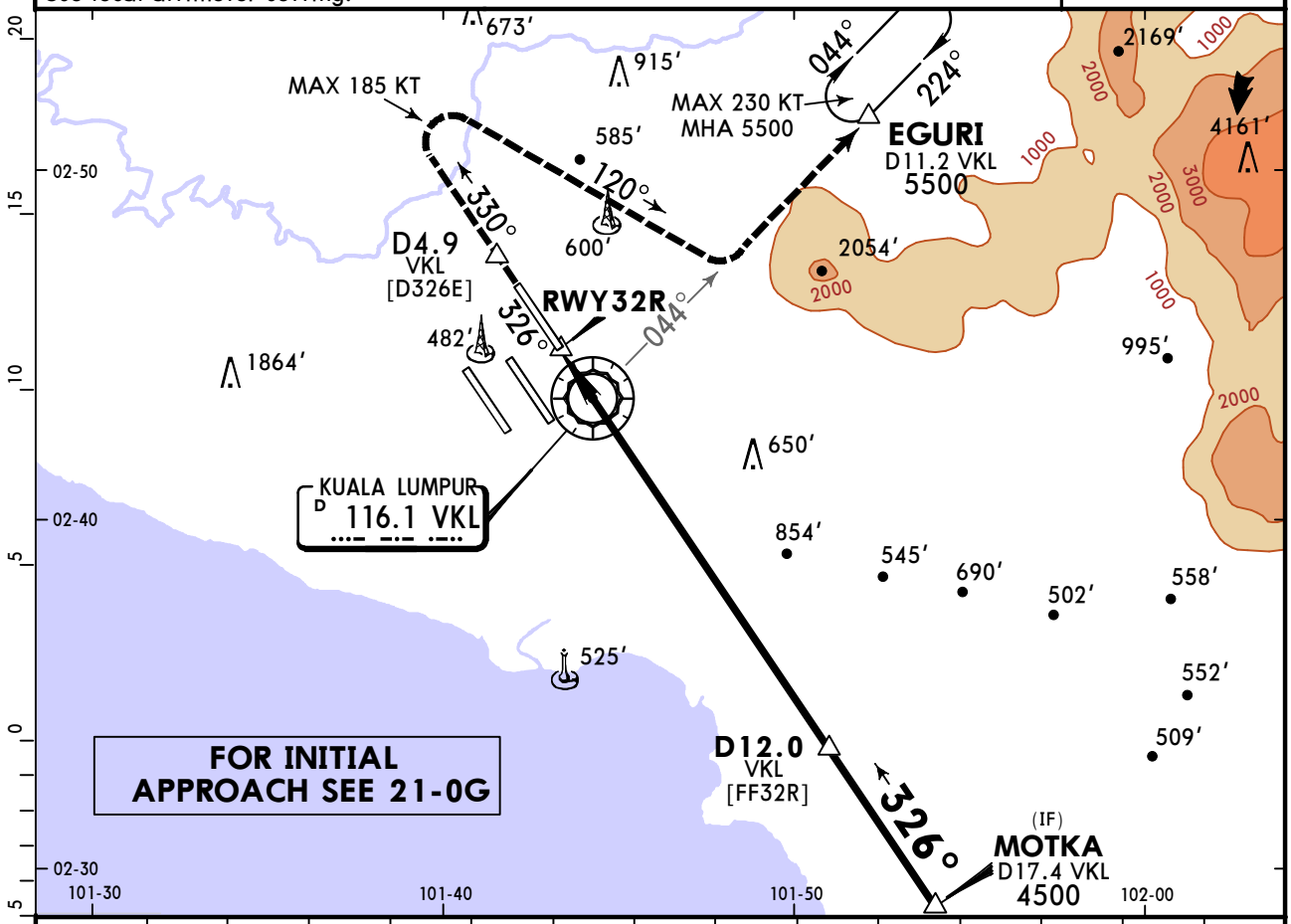
MISSED APCH: At MAP climb to 5500′ on track 326°. At D4.9 VKL turn RIGHT on track 330°. After passing 2000′, turn RIGHT on track 120° to intercept VKL VOR R-044 to EGURI and hold or as directed by ATC.
CAUTION: MAX 185 KT until complete turn.

Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL130	Trans alt: 11000′

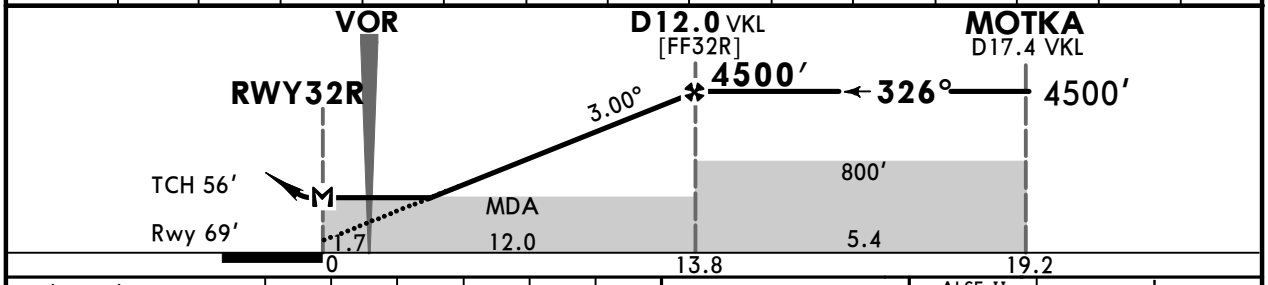
Use local altimeter setting.



MSA VKL VOR



VKL DME	1.0	0.0	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0
ALTITUDE	349′	667′	985′	1303′	1621′	1939′	2257′	2575′	2894′	3212′	3530′	3848′	4166′	4500′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWY32R							
D12.0 VKL to MAP	13.7	11:45	9:08	8:13	6:51	5:52	5:08

ALSF-II
PAPI PAPI
5500′ on 326°

Std STRAIGHT-IN LANDING

VOR DME

CDFA

1 DA/MDA(H) **810′** (741′)

ALS out

PANS OPS

A	R1500m
B	
C	R2400m
D	

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Reference note added.

WMKK/KUL

KUALA LUMPUR INTL - SEPANG

JEPPESEN

22 DEC 23 (23-4)

KUALA LUMPUR, MALAYSIA

VOR DME Rwy 33

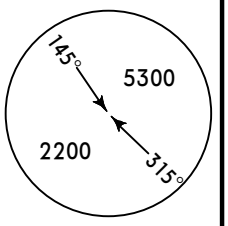
BRIEFING STRIP ™

ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 15/33	Ground
128.050	125.85	119.45	125.10	119.8	118.05

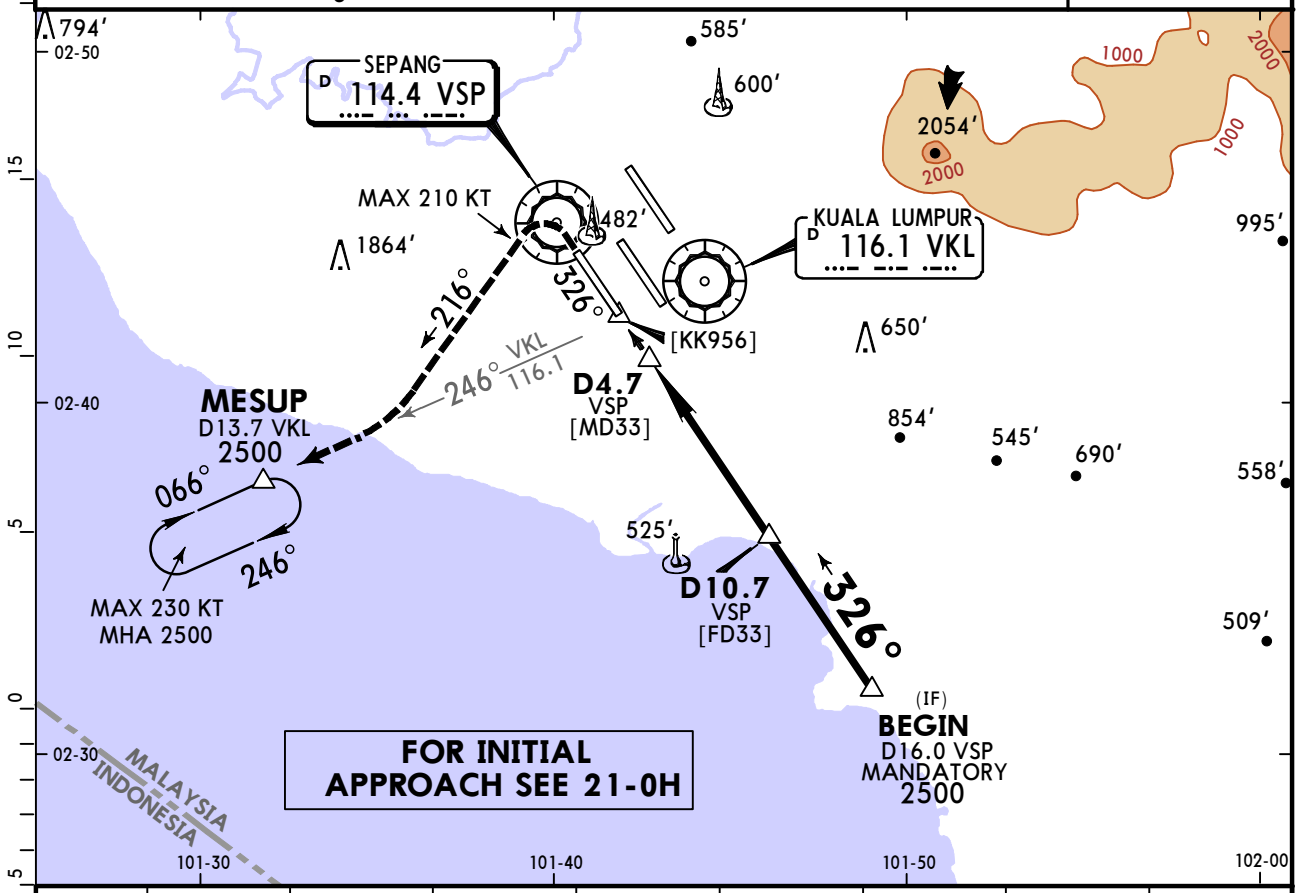
VOR VSP	Final Apch Crs	D10.7 VSP MANDATORY	DA/MDA(H)	Apt Elev 69′ Rwy 28′
114.4	326°	2500′ (2472′)	570′ (542′)	

MISSED APCH: At MAP, climb to 2500′ on track 326°. Turn LEFT on track 216° to intercept VKL VOR R-246 to MESUP and hold or as directed by ATC. CAUTION: No turning before Thr. MAX 210 KT until intercept VKL VOR R-246.

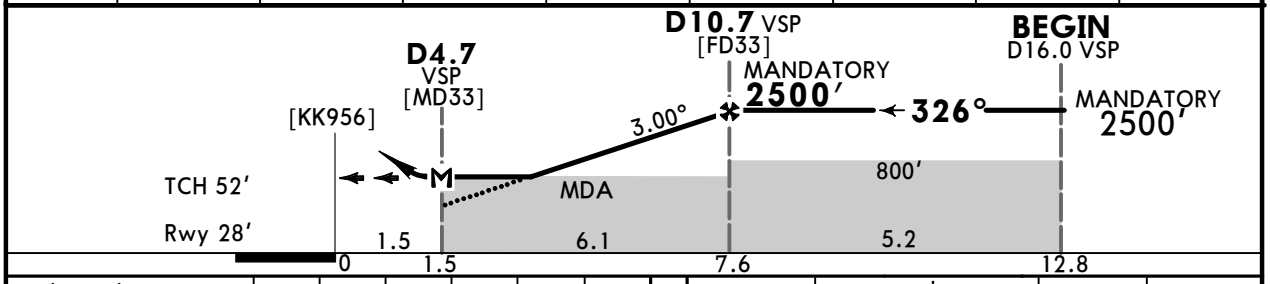
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL130	Trans alt: 11000′
Use local altimeter setting.			



MSA VKL VOR



VSP DME	3.7	4.7	5.7	6.7	7.7	8.7	9.7	10.7
ALTITUDE	272′	590′	908′	1226′	1545′	1863′	2181′	2500′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D4.7 VSP							
D10.7 VSP to MAP	6.1	5:14	4:04	3:40	3:03	2:37	2:17

HIALS
PAPI

2500′ on 326°

LT

216°

Std

STRAIGHT-IN LANDING

VOR DME

CDFA

1 DA/MDA(H) **570′** (542′)

ALS out

PANS OPS

A	R1500m	
B		
C	R1800m	R2400m
D		

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Reference note added.

Chart changes since cycle 04-2025

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

KUALA LUMPUR, (KUALA LUMPUR INTL - SEPANG - WMKK)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport WMKK

Type: Terminal
Effectivity: Temporary
Begin Date: 20241226
End Date: Until Further Notice

Stop bar lights and lead in lights on taxiways: A1 thru A11, C1 thru C11, P1 thru P4, Q5 thru Q7 and Y1 thru Y9 are unserviceable. Runway Guard Lights are available for operational use. Pilot to exercise caution during entering runway.

Type: Terminal
Effectivity: Temporary
Begin Date: 20240711
End Date: Until Further Notice

All approach procedures for Rwy 14L/32R, Rwy 14R/32L, Rwy 15/33- approach lights in profile changed to PALS CAT I.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20250630

The preferred runway mode of operations are as follows: a) Runway 32L for departures, Runway 32R for arrivals, and Runway 33 mixed mode; b) Runway 14R for departures, Runway 14L for arrivals, and Runway 15 mixed mode.